

RoadRunner



BRITISH
COLUMBIA

The Best Place on Earth

Ministry of Transportation **Staff Newsletter** January 2008

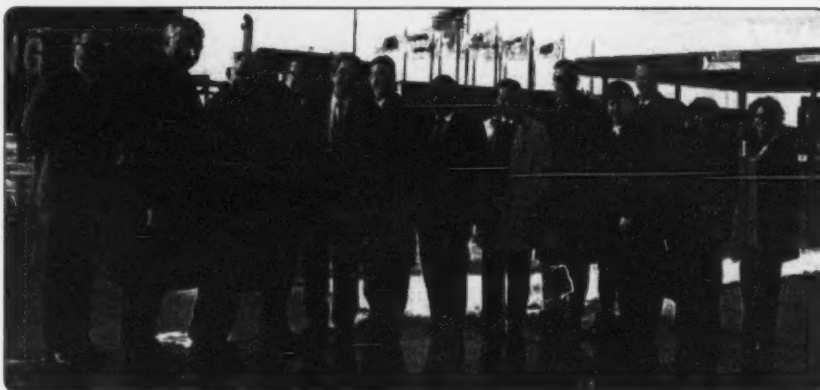
Pacific Gateway Delegation to the U.S. Midwest

Submitted by Michael Lovechio, Manager, Strategic Communications

Expanding on the advantages of the Pacific Gateway and directly engaging primary stakeholders, Transportation Minister Kevin Falcon led a delegation of Pacific Gateway Executive Committee members to the U.S. Midwest, December 3 to 7. The delegation visited Memphis, Chicago, Arcadia and Minneapolis without a single weather delay.

The delegation engaged and reassured stakeholders that the Pacific Gateway is reliable. Every stop was an opportunity to position Canada's Pacific Gateway as a desirable supply chain to major North American markets, with new capacity now open in Prince Rupert and more capacity coming on stream at Deltaport in 2009. It was also an opportunity to highlight Pacific Gateway's unique partnership of industry and government.

In Memphis, the delegation met with the Chamber of Commerce, port and airport officials and logistics specialists, and toured the massive FedEx world hub at Memphis International Airport. In Chicago, they toured BNSF Railway's Logistics Park Chicago – the largest logistics park in North America – and met with exporters interested in British Columbia. In Arcadia, the delegation met with executives of Ashley Furniture and toured their Wisconsin headquarters. Ashley has grown to become the largest furniture manufacturer, distributor and retailer in North America. The company imported 6,700 containers through the Port of Vancouver in the first 11 months of 2007, and 536 containers in the first six weeks of operation of the Fairview Container Terminal in Prince Rupert. In Minneapolis, the delegation met with



Pacific Gateway Executive Committee Members at CenterPoint Properties BNSF Railway Logistics Park Chicago, the largest distribution centre in the United States.

L-R: Gord Westlake, British Columbia Railway Company; Don Krusel, Prince Rupert Port Authority; Rick Sloan, Government of Alberta; Kevin Falcon, Minister of Transportation; Pete Rickershauser, BNSF Railway; John Dyble, Deputy Minister of Transportation; John Higginbotham, Transport Canada; Shaun Stevenson, Prince Rupert Authority; Jim Ford, CenterPoint Properties; Ann Rosen, Canadian Consulate in Chicago; Scott Galloway, Vancouver Port Authority; Marie Houde, CN Rail; Lisa Gow, Pacific Gateway Branch.

retailers Best Buy and Target to attract interest in the Pacific Gateway supply chain.

Minnesota Transportation Commissioner and Lieutenant Governor Carole Molnau met Minister Falcon at the site of the I35W Bridge, which tragically collapsed last summer, and together they received an

update from the project team. Work has already started on a new bridge, with a significant British Columbia connection. The project manager for the new I35W Bridge is Peter Sanderson, who was the project manager on the Alex Fraser Bridge in the early 1980s.

continued on page 3...

Editor's Note

"Don't fear failure so much that you refuse to try new things. The saddest summary of a life contains three descriptions: could have, might have, and should have."

— Unknown

The New Year brings increasingly longer days, fresh changes and new challenges.

This year, as new Editor of Road Runner, I'm delighted to be presenting a newly designed Road Runner. The ministry's staff newsletter has had a makeover to give it a more energetic, current look. We also wanted to provide our readers with some new conveniences. You'll find the story listings in the Table of Contents link to the articles, to help you navigate the electronic file more easily. The new typeface (Frutiger) delivers improved readability. The pages now accommodate more words and photos, to reduce scrolling and create a more cohesive document.

Thank you to previous Road Runner Editor Jane Hawksworth, for sharing her knowledge and experience with me, and answering

my multitude of questions. Jane also deserves recognition for her hard work in conducting the RFP process, and collaborating with the graphic designer selected, to generate some impressive options. Best wishes to Jane, who is onto a new assignment of her own, as A/Manager, Division Initiatives, with the Ministry of Environment's Environmental Protection Division, for six months.

Please let me know what you think of the new design.

Road Runner remains the same in its content and focus, so I look forward to receiving more of your lively and informative articles and photos.

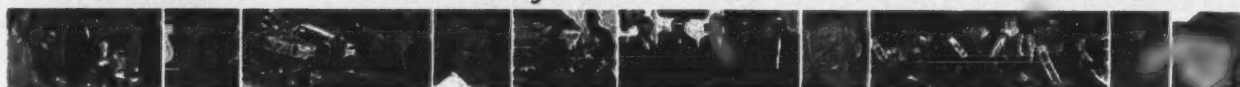
May 2008 be your best year yet!

— Nancy McLeod



Venturing around the Dease Lake area.
photo by Bill Maitland

RoadRunner Contents, January 2008



Pacific Gateway Delegation to the U.S. Midwest	page 1	Gathering History of Rattlesnake Underpasses in Southern B.C.	19	Onto New Vistas	
Editor's Note	2	Joint B.C. Road Builder/Ministry EPS 502 Subcommittee – Partnering at its Best!	20	Derek Boyes – 35 Years of Government Service	35
Mike Proudfoot, our new ADM	4	Dutch Creek Emergency Acrow Installation	21	Retirement Luncheon with Gwyn Laybourne	35
Gateway Program Update	5	Take Your Kid to Work (in Victoria) Day	21	Grainger Wilson – Master of Project Management – Retires	36
Kicking Horse Canyon Updates	7	You're a Winner!		Howard Emslie: A Legend Retires	37
William R. Bennett Bridge Nears Completion	8	Brian Gould – Senior Avalanche Officer and Professional Engineer	23	Harry Wan Rides On	38
Sea-to-Sky Highway Project on Schedule	8	Jackie Chambers Recognized for Healthy Contributions		Jerry Gerrard – From Youngster to Retiree	
EAF Update	9	Recognizing Shawn Grant		In Memorium: Donald Arthur Goddyn	
Manager as Leader and Coach	10	Grant Lacmuth Honoured for WRB Bridge Promotion	24	Staff Roundup	39
Getting There Green		Gary Runnalls Excels at Service Demo Run Successfully Completed		The RoadRunner is an employee newsletter, published six times a year. We welcome your story submissions. Email your article as a word document (350 words max) and your photographs as jpegs to: RoadRunner@gov.bc.ca . To ensure the best photo quality possible, please do not embed photos within your article.	
Field Services Implementing Winning Green Idea	11	You never know what you'll see!	25	You can check out the EAF website for regular updates at: http://www.th.gov.bc.ca/eaf/home_intra.asp	
Green Changes Begin at Vancouver Island Offices	12	CVSE in Christmas Parade	26	For the Public Service Community website visit: http://www.gov.bc.ca .	
Snooper Truck Gives Rare View of Bridges	13	Lower Mainland District Christmas Party	26	Take a look at some of the new items in our MoT Online Store visit: http://www.th.gov.bc.ca/gwwhr/content/store/onlinestore.pdf or through the MoT Home Page at: http://www.th.gov.bc.ca/content/newhome.asp .	
Jack Goes Back		Spreading the Warmth with Warm Faces	26		
Weather Wrecks Highway Havoc		PECSF			
Gold River		Provincial Employees Community	27		
Fraser Canyon		Canvasser of the Year	28		
Trans Canada Hwy	14	Services Fund 2007 Wrap-up	28		
Pacific Marine Trail	15	At DriveBC, Change is Constant	29		
Oyster Bay		On The Road Again			
Tsitlka		Deep Freeze in Dease Lake	30		
Quadra Island	16	Moving Through Makkah	31		
Greetings From the Provincial Permit Centre	17	Antarctic Bound	32		
Kurt Edmunds – District Ops Manager	17	Transportation Adventures in Egypt	33		
Mystery Man's Identity Revealed	17	The Winning Weather Photo and other photos from around the province	34		
Lardeau River Spawning Channels Open for Business	18				
Wolf in Sheep's Clothing	18				



Ministry of
Transportation

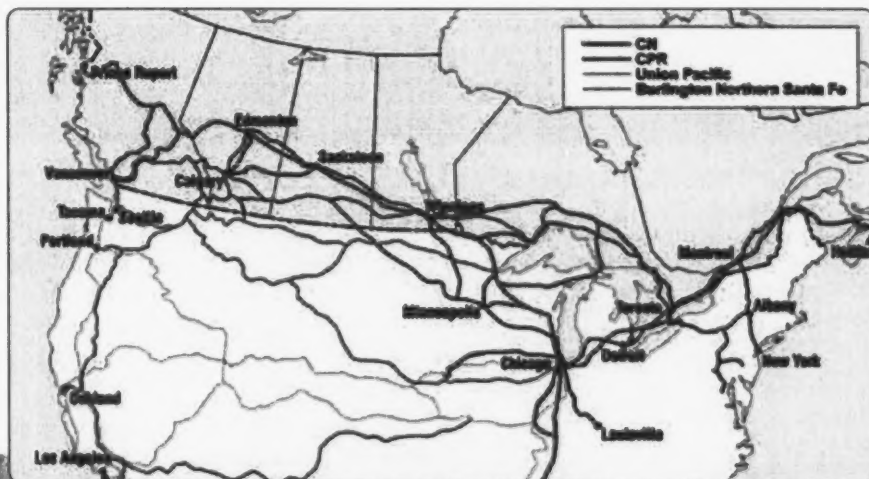
Pacific Gateway Delegation to the U.S. Midwest *continued*

The mission provided an opportunity to engage many parts of the supply chain directly, and combat misinformation about our ports and railways. American exporters and importers were impressed with the efficiencies presented by the Pacific Gateway. Retailers were very interested in the short and efficient shipping times to the Midwest via Canada's Pacific Gateway.

Retailers, in particular, are watching the labour situation in American ports and looking for contingency plans.

Pacific Gateway Branch plans and coordinates the Pacific Gateway Executive Committee missions. Working with our partners in the federal government, provincial ministries, and our rail, port and airport partners, means our stake-

holders hear from all segments of the transportation system. Last year saw successful missions to Asia and the United States. In 2008, we will use the BC-Canada Pavilion in Beijing to highlight the Pacific Gateway and our world-class transportation system, and we will also take our message to Toronto, Ottawa and Montreal. ♦



Above left; Today's B.C. Port Systems' Multimodal Network.

Above right; Key West Coast rail network connections to North America in 2008.

At right; This envelope from 1926, shows that the Lower Mainland has always been a hub for Pacific shipping.

Submitted by Tracy Cooper, Regional Director



ADM Mike Proudfoot – Moving Forward Together

Mike Proudfoot became Highways Department Assistant Deputy Minister at the start of this year, bringing more than three decades of ministry experience.

Over the years, Mike has developed a deep appreciation for the ministry's people. "This is an amazing team," says Mike. "Our work is important and essential and our people are our strength. They're the ones the public call if they're worried about a stoplight on the way home, or a road that's showing its age. They're the ones out there at all hours dealing with snowstorms, floods and washouts. They're the ones making sure trucks operating on our roadways are safe."

One of Mike's main focuses is ensuring the public continues to be served by a talented ministry workforce, able to meet the challenges of the future. "There's never been a more exciting time to be part of the Ministry of Transportation. We've embarked on the largest infrastructure program the province has ever seen. Major initiatives underway throughout B.C. afford opportunities for all of us to contribute to the growth and prosperity of the province. We need people who are skilled and motivated to take on the challenges and make the most of the opportunities ahead."

Succession planning is the foundation to building on the legacy of our predecessors. And broadening our experience is key to success. "People need to get out and sit in the seat of the snowplow; to walk behind the paver; to be involved in our major projects and environmental initiatives. We need to keep growing that 'on the road experience' and at the same time, we have to be adept at taking on technically demanding projects."

"Throughout my career, I've been privileged to work with supervisors and managers who shared their experiences and took an interest in the development of our people. Today, we have access to an established mentorship structure, comprehensive training opportunities and an ability to influence and contribute to an ever improving workplace

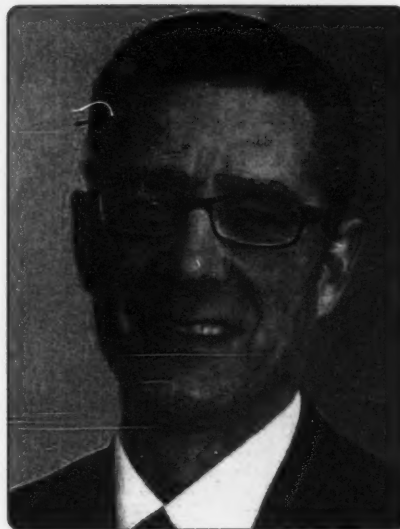
through the Employee Advisory Forum and regular Work Environment Surveys."

There are also the skills and abilities needed to work with transportation experts in the private sector, local governments and other agencies. "We're using our expertise to work with agencies, communities and stakeholders to develop innovative solutions to the problems of today and tomorrow. We're working with contractors and the consulting community to build partnerships, to get top value in the delivery of our programs."

The kind of wide work experience Mike envisions for highways staff, he has himself. Prior to his appointment as Assistant Deputy Minister, Mike was Executive Director of the Gateway Program. He served as Director of Design and Construction for the Lions Gate Bridge rehabilitation project, one of the most complex infrastructure projects in British Columbia's history. Mike also has extensive experience in field services and operations including involvement in joint road and bridge maintenance committees with the B.C. Road Builders Association. And during his time in construction, he did walk many miles behind the paver.

Mike's history with the Highways Department also includes CVSE. He was Vancouver Island District Manager when CVSE returned to the ministry. He and Dawn Major, now Deputy Director of CVSE, worked closely on the transition. "We understood the crucial role that CVSE has and how aligned and complementary it is to the rest of the Highways Department."

Mike's desire now is to keep the department moving forward – ensuring employees' vast knowledge and experience is passed on, and that current and new staff have the educational and career development opportunities needed for tomorrow. ♦



"This is an amazing team. Our work is important and essential and our people are our strength. They're the ones the public call if they're worried about a stoplight on the way home, or a road that's showing its age. They're the ones out there at all hours dealing with snowstorms, floods and washouts. They're the ones making sure trucks operating on our roadways are safe."

Gateway Program Update

Submitted by Sarah Johnston, Communications Coordinator

Gateway Program staff had a very successful 2007. A contract was awarded for the Pitt River Bridge and Mary Hill Interchange Project; the environmental assessment process continued for the South Fraser Perimeter Road Project, and began for the Port Mann/ Highway 1 Project, for which three organizations were short listed to submit proposals to design, build, finance, operate and maintain this corridor's coming improvements.



Pitt River Bridge and Mary Hill Interchange team Tariq Malik, Colin Lucas and Tom Bayntun (*Peter Dzugas is missing*).



Artist's depiction of Rapid Bus Service across the Port Mann Bridge.

All of those milestones would not have been as successfully reached without the efforts of the entire project team along with key contributions from the Ministry's South Coast Region and Lower Mainland District offices.

With the new year underway, Gateway staff wish Mike Proudfoot best wishes in his new role as ADM, Highways Department, and welcome back Geoff Freer as the Program's Executive Director.

Port Mann/ Highway 1

The Gateway Program held a successful bidders meeting in April 2007, attracting potential proponent teams of highly accomplished companies from all over the world. The ministry short listed three firms capable of designing, building, financing,

operating and maintaining the Port Mann/Highway improvements to respond to a request for proposal. Each team has significant experience with toll highways in an urban setting.

Proposal submissions are due this spring, with the contract to be awarded in the fall. Construction will begin this year, with completion in 2013.

In September 2007, the PMH1 Project applied for Environmental Certification. PMH1 is currently in the 180-day application review stage, coordinated by the Environmental Assessment Office. The review includes a 60-day formal public comment period, during which regulatory agencies, local and regional governments and members of the public are invited to comment on the application.

The public comment period had over 300 open house participants and about 140 written submissions to the Environmental Assessment Office. Feedback gathered during this process will be considered in refining the project design. Following Environmental Assessment Certification this spring, there will be further opportunities for public input during preliminary and detailed design consultation.

In October 2007, an agreement was signed between the Province of British Columbia and TransLink to ensure rapid bus service across the Port Mann Bridge. It will provide reliable, fast, frequent bus service between Burnaby, Coquitlam, Surrey and Langley, with connecting buses to Abbotsford and communities north of the Fraser River via the new Golden Ears Bridge.

continued on next page...

Did you know...

- There are approximately 150 people working in the Gateway Program offices.
- The Gateway Program will create:
 - 17,000 person years of construction employment
 - \$2 billion of construction over the next six to seven years
- The Gateway Program will include:
 - 280 lane km of new construction
 - 48 significant structures
 - Two major high level, long span bridges
 - Over one million tonnes of asphalt pavement
 - Over six million tonnes of granular fill

Gateway Program Update *continued*

South Fraser Perimeter Road

Following three public comment periods and over 200 public comments for the project's environmental assessment, the team has been working with the EAO, Surrey and Delta municipal staff, and other agencies, to finalize refinements to the project.

A lot of other work has been underway concurrent to the environmental assessment process to get the project ready for construction. In anticipation of environmental certification, the project team is preparing the RFP scheduled to be issued this spring. The ministry will manage preliminary works, such as utility relocation and pre-loading to improve ground conditions along much of the alignment.

Preliminary design public consultation is currently planned for this spring. This stage of consultation will seek input with regard to construction plans, noise mitigation, landscaping and lighting features.



Above left: An artist's rendering of the completed South Fraser Perimeter Road. Project plans detail the creation of a continuous and efficient route to serve port facilities, rail yards and industrial areas along this key economic corridor.

Pitt River Bridge and Mary Hill Interchange Project

The Pitt River Bridge and Mary Hill Interchange Project is moving forward. Here are some of the highlights:

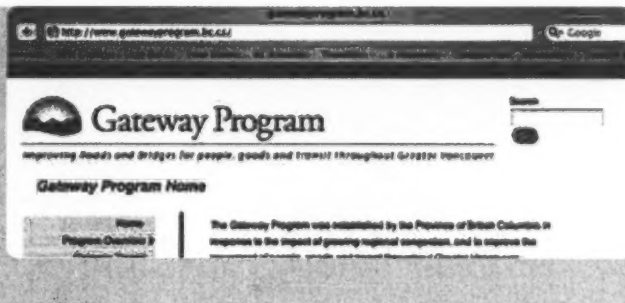
- all of the piles have been installed for the two towers and more piles will be driven for the piers
- the first stage of traffic detours happened in December in Pitt Meadows
- preloading has begun for the new interchange
- detailed design consultation was successfully completed, with a focus on cycling features on the new bridge and interchange.

Progress is steady and the contractor is on track for completion in fall 2009, thanks to Tom Bayntun and the rest of the hard-working field crew. ♦



Above right: An artist's rendering of the completed Pitt River Bridge project. Project plans include upgrades to improve safety and reliability along this important corridor, serving goods movement, commuters and growing communities.

To continue watching the progress of this exciting project, you can visit:
www.th.gov.bc.ca/gateway/index.htm



Bringing Home Silver for Kicking Horse Canyon

Submitted by Leanne Flood, Stakeholder Relations

Each year, the Canadian Council for Public-Private Partnerships recognizes governments and their private sector partners who have demonstrated excellence and innovation in infrastructure and service delivery projects that benefit the public.



Murray Tekano was on hand November 26, to accept the Silver Award for Infrastructure for the ministry's partnership with Trans-Park Highway Group, on Phase 2 of the Kicking Horse Canyon Project. "It's an honour to receive this national distinction for the ministry's innovative approach to delivering new infrastructure," said Murray. "Our

partnership on the project resulted in a high-quality facility that opened to the public well in advance of the original schedule."

The award showcased our collaboration with the private sector concessionaire, Trans-Park Highway General Partnership, represented at the event by Flatiron Construction. In accepting the award on behalf of the province, Murray thanked the Government of Canada (our "silent" partner) for their financial contributions to the project and recognized their efforts in adapting the contribution process to assist a public-private partnership delivery.

These national awards are presented annually, in three categories, to showcase Canadian excellence and innovation in projects that result in enhanced quality of public services and facilities. ♦



Murray Tekano accepts award.

Momentum Sustained on Kicking Horse Canyon Project

Submitted by Leanne Flood, Stakeholder Relations

While work was still wrapping up on the Park Bridge section (Phase 2), Prime Minister Stephen Harper and Premier Gordon Campbell announced funding to allow the project to continue into Phase 3. On November 6, leaders met in Golden to sign a \$2.2 billion Building Canada Framework Agreement, which gives the Trans-Canada Highway through the Kicking Horse Canyon priority treatment.

Phase 3, with an estimated cost of \$765 million, involves upgrading approximately 17 km of the Trans-Canada Highway from Golden (Highway 95) to the west entrance to Yoho National Park, to four lanes. The work includes realignment to improve traffic operations, safety and reduce rock fall hazards.

The first segment to proceed will be an 8.8 km piece from the new brake check to the west boundary of Yoho National Park, followed by the 3.5 km section from Golden Hill to West Portal (just east of Golden to the wildlife viewpoint).

The project team is now working to complete detailed design and right of way acquisition, to prepare for the tender of the east segment, in late summer 2008.

It's important for us to remember that our success in getting funding commitments for these segments would not be possible without the hard work and perseverance of David Marr and his team, at the Program Development and Monitoring Branch, in Victoria. They are the ones

who work first with our project teams to craft the business cases that demonstrate the funding priority they deserve, and then with the federal agencies, like Transport Canada, to seal the deal. ♦

We couldn't do it without their great work.



Premier Gordon Campbell and Prime Minister Stephen Harper in front of the Kicking Horse Canyon Project map.

New Role for Old Highway

submitted by Leanne Flood, Stakeholder Relations

Work to improve safety on the Trans-Canada Highway, through the Kicking Horse Canyon, has resulted in a new role for a section of the old highway alignment. The stretch has been reborn as a recreation trail, about 13 km east of Golden.

This cycling and hiking trail is accessible from the new Kicking Horse Rest Area where travelers have an opportunity to enjoy picnicking and meandering within the scenic valley, and will soon be able to peruse a historic interpretative sign. The

trail follows alongside three km of the turbulent Kicking Horse River, to a lookout point at the location of the former bridge, across the river. Mountains, rivers, the majestic new Park Bridge, and trains rumbling along the opposite riverbank and are all sights to see – as well as the occasional herd of mountain goats and summertime rafters. And travelers stopping on the long drive, to or from Alberta, can really get out and stretch their legs! ♦



Strolling the new trail, in November.

William R. Bennett Bridge Nears Completion

Submitted by Tammy Kuffner, Community Relations Representative

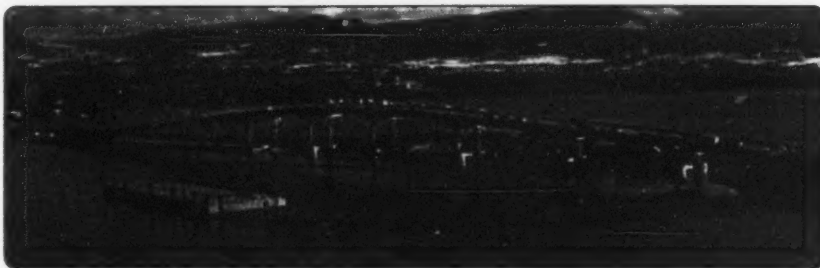
The William R Bennett Bridge, the new floating structure to replace the 50-year-old Okanagan Lake Bridge, is making its way across Okanagan Lake from Westbank to Kelowna. Now almost 75 per cent complete, construction is going well and is on schedule to open to traffic in early summer. With completion dependent on this winter's weather, a specific opening date will be announced in March.

Crews are working on the last of the nine floating sections, which is scheduled to be floated out by the end of February 2008.

The steel workers have completed their work on the bridge and have moved onto other projects in the province.

Once the William R. Bennett Bridge is complete, work will begin on decommissioning the Okanagan Lake Bridge, including the interesting challenge of what to do with each of the 12 existing pontoon sections.

In April 2008, the Ministry of Transportation along with School District 23 in the



Okanagan, are placing a time capsule onto one of the pontoons of the new bridge. Okanagan College is designing and building the container and about 50 shoe size

boxes will be placed inside and sealed off. The capsule will be opened in 27 years when the bridge is handed back to the province. ♦

Sea-to-Sky Highway Project on Schedule

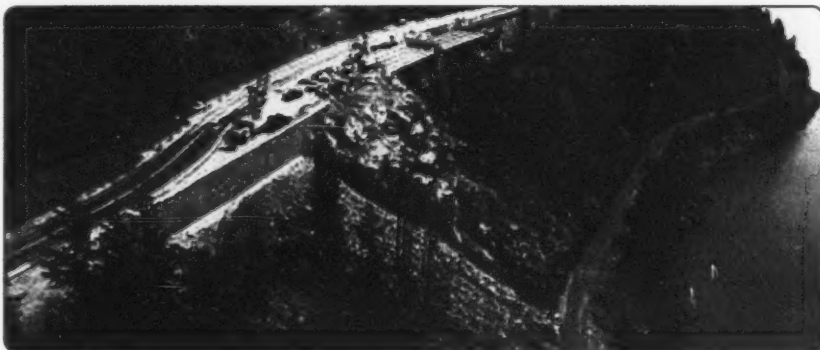
Submitted by Bruce Striegler, Community Relations Officer

With about 18 months left until scheduled completion, the Sea-to-Sky Highway Improvement Project is on schedule. The project team celebrated the 50 per cent completion, in July 2007, at an event with Premier Gordon Campbell and Transportation Minister Kevin Falcon.

The Premier told the guests and workers that the completed improvements will add 33 per cent more, or 80 km of new passing lanes. He said, "In addition, we are adding 36 km of new median barrier as well as highly reflective pavement markings to make sure that it's safer for all of us."

With no alternative detour route, one of the challenges faced by planners and engineers long before construction began, was the need to create a construction schedule that kept closures and delays to a minimum, while maintaining traffic flows. Through an extensive and early consultation process, MoT identified travel patterns, allowing planners to create the least disruptive closure and delay schedule possible. To date, the contractor has used less than half of the scheduled, permitted closures.

Some of the construction challenges overcome include several massive rock cuts. At Darrell Bay just south of Squamish, close to 80,000 cubic metres of rock were



An aerial view of the Sea-to-Sky Highway, 8 km north of Lions Bay, shows how engineers and designers have developed methods to build out over the steep slopes on the ocean side, rather than closing the road to widen into the mountainside. On the lower left of the picture below the highway is a section of completed mechanically stabilized earth wall, while in the centre, crews are working on a new "half bridge" structure. Half bridges support half of the lanes

removed, or the equivalent of 500 railway boxcars. Work is still underway at Doodson's Corner, the notoriously sharp curve 18 km north of Horseshoe Bay, where approximately 250,000 cubic metres

of rock, equivalent to a 30 km long line of luxury coach buses, will be removed and used as backfill for mechanically stabilized earth walls. ♦

Update from the Employee Advisory Forum

Submitted by Dawn Braithwaite, EAF Walk the Talk Team Leader and Area Manager

The Employee Advisory Forum (EAF) had its Fall 2007 meeting, in November, where the group came together to recharge and discuss the future direction of the forum. The two-day meeting was action packed with excellent presentations and guest speakers, including Dave Byng, former Assistant Deputy Minister of Highways, and Lee Herrin, Manager, Surveys and Analysis at BC Stats. For the full agenda and minutes from our two-day session please visit the EAF website, http://gww.th.gov.bc.ca/eaf/home_intra.asp

The EAF had a strategic action planning exercise on the second day of our meeting, which helped the forum members prioritize employee issues. This session led us to reformat the current teams into five new teams (see chart). Efforts by the previous teams for Vision, Mission and Goals, and Executive/Employee

Engagement, will be incorporated into the new Communications Team action plan.

The new teams also saw a shuffle of forum members, where the red represents the new Team Leaders:

Recognition (Team Appreciation)	Health/Workload	Development (Road to Opportunity)
1 Terry N. Harbicht	1 Jaswinder Mann	1 Lenora Fillion
2 Patrick Livolsi	2 Debbie O'Brien	2 Dianne Friend
3 Mark Devoss	3 Judy L'Hirondelle	3 Adrian Vander-Velden
4 Heather Liburn	4 Layle Larusson	4 Lina Halwani
5 Crystal Chenier	5 Stacey Weightman	5 Holly Adams
6 Yongmei Chen	6 Sandra Jackman	6 Jackie Chambers
7 Katy Fulton	7 Dale Wood	7 Rajeeta Bains
8 Dennis Pryhitko	8 Janice Meier	8 Karen Brown
	9 Don Ramsay	9 Kimberly Newton
	10 Annette Estey	10 Sharon Cowden

Communication (Team Walk The Talk)	Staffing Practice (Staffing For The Future)
1 Nancy McLeod	1 Mark Hallam
2 Stephanie Livingstone	2 Jim Macmillan
3 Carmone Allen	3 George Foisy
4 Dawn Braithwaite	4 Bob Petho
5 Trent Folk	5 Susan Ingram
6 Dawn Nicholson	6 Jay Porter
7 Lori Wiedeman	7 Brian Taylor
8 Malcolm Makayev	
9 Jason Jackson	
10 Renee Mounteney	



EAF members exchange views on future direction.

more photo's on next page...

Please visit us at our website for more information on our current and past activities and on the new teams: www.gww.th.gov.bc.ca/eaf/home_intra.asp

Update from the Employee Advisory Forum *continued*



Charting the EAF's route.



EAF Chair Grant Lachmuth and Manager of Corporate Performance Susan Ingram applaud participants.

Manager as Leader and Coach

Submitted by Sharon Cowden EAF, Member and Manager, Finance and Administrative Services

I recently attended a two-day course "Manager as Leader and Coach," which was developed by the EAF's Career Development Team, Strategic Human Resources and BCIT. The course was designed to give participants an overall view of the role of a manager. It recognized that not all management styles are the same – there are pros and cons for each – and that many different challenges are faced by managers.

Although I have taken several courses on supervision, I found this course to be very upbeat, jammed packed with interesting discussions and focused on many different aspects of management. It recognized the complexity of a manager's role in the workplace and the importance of establishing some personal time management strategies that work, and reinforced the importance of being a good manager.

Here are some comments from other participants.

A new employee to government: "The instructor, Leila Rahemtulla, was fabulous. She was really easy to listen to, and her funny anecdotes (which she often used as examples to support course material) made the two-day course an enjoyable experience.

I was particularly inspired by two phrases that the instructor used throughout the course: "How can I be of service?" and "Seek first to understand". I learned that it's easy to get caught up in one's own work demands, but it is important for supervisors and managers to make time to communicate with their staff. Also,

it is important to understand why things, are or are not happening, before making any judgements about a situation.

A new manager within the ministry: "I really enjoyed the course – the instructor was very knowledgeable and engaging. We covered topics such as performance management, communication, delegation, leadership, change management and much more. As a new manager, I got a great deal out of the course. It gave me greater insight into motivation and team-building, personality types and communication styles. The case studies enabled us to deal with real issues and get ideas from our groups. It was great to be able to take time away from work and focus on our roles as managers.

An existing manager in government: "The course further emphasized the integral role a manager has in the workplace." ♦

This course will be offered again in March 2008, if you get the chance to participate. I would highly recommend it.

GETTING THERE GREEN

A PACIFIC LEADER IN SUSTAINABILITY

B.C. MINISTRY OF TRANSPORTATION

Field Services Implementing Winning Green Idea

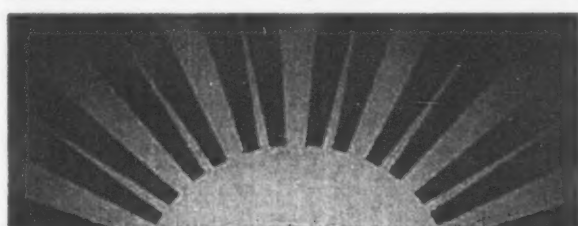
Submitted by Shanna Mason, Regional Director

On behalf of Field Services, I would like to congratulate Keith Callander, Brian Twiname and Bob Penner for placing second in the leader award category in the Green Ideas Shine program.

It's great to see that their hard work on this is moving forward to the implementation stage and being recognized provincially. This wasn't an easy task and they all worked hard on researching this concept. Thank you – you make us proud!

Keith, Brian, and Bob's submission was about covering aggregate stockpiles. This project involves an agreement with road building contractors, to cover aggregate stockpiles immediately following extraction, for all major paving projects across B.C. The contractors would purchase, install, remove and store tarps for covering the stockpiles. The project will involve engaging with transportation road building contractors, as partners in service delivery and greenhouse gas reduction.

The reason this is so green is that aggregate is often mined, processed and stored in uncovered piles where it's exposed to the elements, leading to an increase in its natural moisture content from two to three per cent, to as high as four to 5.5 per cent on average across the province. Since the aggregate must be heated, before mixing with the asphalt binder, additional moisture means higher energy costs and greenhouse gas emissions. Therefore, covering stockpiles results in fewer emissions. Just goes to show how simple (and cheap) ideas can make a difference!



GREEN IDEAS SHINE

Carbon-Neutral by 2010? We Can Do That!

The BC Public Service has committed to be carbon-neutral by 2010, and the **Green Ideas Shine** program is designed to engage and recognize employee contributions to achieving that goal. Employees whose proposals generate significant, measurable reductions in the greenhouse gas emissions of government operations will be eligible for an award.



Members of the Ministry of Education's Green Team are seeking out innovative ways to help make the BC Public Service carbon neutral by 2010, such as piloting new software that supports e-meetings as a way to reduce the environmental and financial costs of travel to meetings throughout the province.

Got a great, green idea?
We want to hear it. Visit
www.gov.bc.ca/greenideas
for more information.



Where ideas work

Additional benefits of covering aggregate stockpiles:

- Highly practical measure for achieving substantial greenhouse gas emission reductions at a relatively minor initial cost through out the province.
- Considerable financial benefits to the private sector in the form of fuel cost savings and potential productivity improvements in asphalt production.
- Reduced dust and suspended sediment run-off from aggregate piles.
- Local air quality benefits from reduced heavy fuel use.
- Potential wider application to other public agencies that require asphalt paving. ♦

The call for winning green proposals, made last year.

Getting There Green continued on next page...

Green Changes Begin at Vancouver Island Offices

Submitted by Kevin House, TELP

We are all aware that we must each play a role in curbing climate change, but often the issue seems too daunting or far removed from our daily tasks. Following up on the "Green Fervour" generated in my office by the Green Ideas Shine Program, and with support from Vancouver Island District's management team (i.e. Barb Thomas and Peter Wightman), I have set out to cut waste generated within our district offices.

Although none of my ideas are "re-inventing the wheel," they are simple to implement, have generated relatively high office support and have noticeable impacts on waste levels.

I began small, by first handing out cubicle-sized recycling bins to those who did not already have one, and turning off lights in auxiliary rooms, such as bathrooms and storage closets. Keeping the lights off when not in use has been a bit of a battle against old habits, but there has been an improvement. (Even if it has meant that I've occasionally turned them out on people by accident – sorry guys!)

The next step, was to divert items from the trash that could be recycled such as glass, tin and plastic. This program was set up at the Saanich office and is quite inexpensive; however, the service is not offered in Nanaimo. Although this was a bit of a let down, a co-worker suggested collecting these items and exchanging them for a refund, and by the end of the year there should be enough money to throw an office luncheon. The benefit is two-fold, as not only are we preventing recyclables from entering the landfills, but also the program-funded party allows everyone to see that helping out can actually generate tangible rewards.

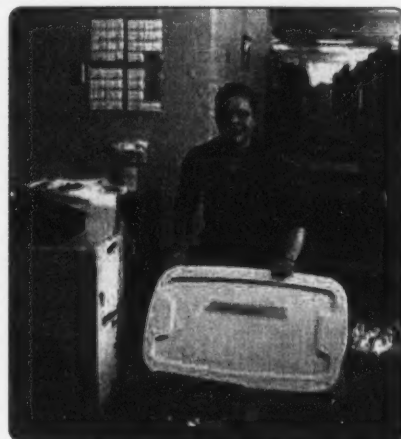
Other easy programs are battery and cell-phone recycling. Used personal and work cell phones can be sent to the Information

Management Branch at no charge, and almost any type of battery can be taken to a local recycler for safe disposal. Most current electronics contain a percentage of recyclable material, so consider taking that used DVD player or computer to a depot rather than to your curb.

One of the more challenging problems was break room and bathroom paper towel waste, as the majority is non-recyclable. The solution came from seeing local restaurants with Compost Bins (Green Bins) outside their back doors. Both the Saanich and Nanaimo offices now participate in this program, and hold the proud distinction of being amongst the first non-restaurant buildings to become involved in their respective cities. Bathroom towel waste will be all but eliminated since paper towel is compostable and break room waste is expected to drop by 75 per cent once the program is in full swing.

The Green Idea's bug has spread to others. Martin Madelung, South Coast Region's Manager of Rehabilitation and Maintenance, recently won support to set up a single-point teleconferencing centre at our Courtenay office, which will allow him to cut his roundtrip commute to 6 km, from 220 km.

Into 2008, new projects like motion-activated sensors in auxiliary rooms, switching to bio-degradable cups and



Kevin House showing off the benefits of the new program.

plates for meetings and functions, and buying more ecologically safe cleansers are all expected to come into place. Keeping it simple and straight forward has allowed my co-workers to become comfortable with the changes, and has in fact, encouraged them to propose their own ideas for office changes. In the end, education is the best way to get everyone to see how easy it can be to help end climate change. ♦

GETTING THERE GREEN
A PACIFIC LEADER IN SUSTAINABILITY
BC MINISTRY OF TRANSPORTATION

Snooper Truck Gives Rare View of Bridges

Submitted by Carl Lutz, Bridge Area Manager

I have been working as a Bridge Area Manager with MoT for approximately a year and half. It's a job that I really enjoy and I look forward to coming to work each day. On several occasions I have had the duty and privilege to work with the ministry's Snooper Truck.

The Snooper is basically a vehicle that is used to transport three people in a basket to various locations on bridges that you would otherwise never see or touch. You can imagine what an important tool this is for the provincial bridge program. The only thing more impressive than the Snooper itself, is how well it's operated and maintained.

Reese Davidson and Mike Rutledge are a two-man crew that travel all over the province taking bridge inspectors and bridge area managers to places that have to be seen to be believed. These gentlemen take their job very seriously, with safety being the most important thing. You can understand the importance of safety with three people suspended in mid air, sometimes hundreds of feet off the ground and single lane traffic passing within inches of the Snooper parked on the bridge deck.

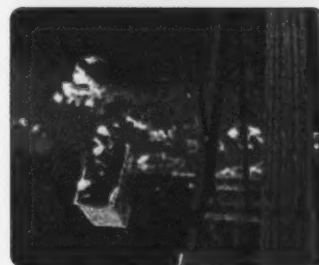
There are so many things that Reese and Mike look after to make this happen. They include first-rate traffic control; excellent communication between the driver, the operator and flag persons; using a Snooper with an impeccable service record; and arranging a well-planned schedule that works for all the users in the province. On top of all that, these guys are a blast to work with, and are a real asset to the Ministry of Transportation.

I am looking forward to next season and getting out on the truck again. ♦

Photo Top:
Snooper Truck gets ready to lower MoT staff to hair-raising vistas.



Photo Bottom:
Bridge inspectors and managers get a rare view from the Snooper.



Jack Goes Back to Rocky Mountain District

Submitted by Loretta Carlson, Development Approvals Assistant

Perry Dennis had completed his assignment with the CVSE committees in the South Coast Region and the province, on December 10, and returned to his position as Lower Mainland District Manager. In turn, Jack Bennetto returned to his position as District Manager, Rocky Mountain District.

Jack liked the Lower Mainland so much, that his three-month assignment grew to five months; or, more likely, all the snow had made him homesick.

Jack says, "I would like to thank you all for the opportunity and experience. I would also like to thank Andrew Whale, for looking after the Rocky Mountain District responsibilities while I was in the Lower Mainland. It was a pleasure working with you all, as well as a great learning experience for me. I encourage you to explore temporary assignments and opportunities as they come available, when appropriate for you."

Jack's musing on his experience..."new municipalities (big ones)... traffic

management issues, driven by the cross-border traffic increases...large CVSE team and working with the provincial committee initiative...working with concession teams...Gateway, Sea-to-Sky, utility protocol, maintenance and construction...the South Coast golf

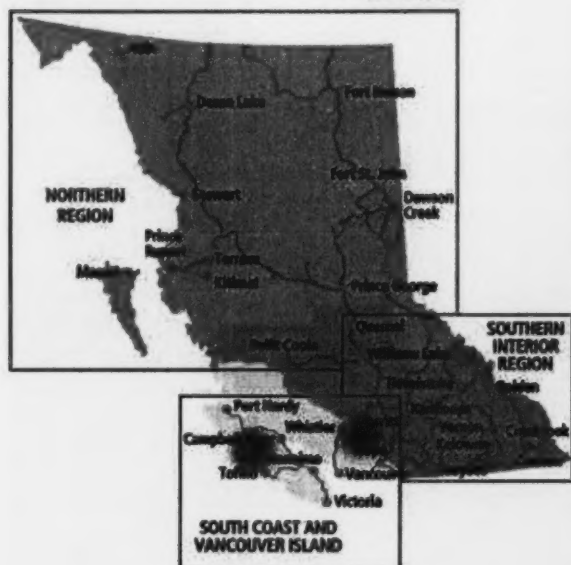
tournament - a new experience...didn't make it to Whistler, but made it to Powell River...Perry could improve on office décor...I tried to offload his burgundy chair - it came back...

"One word - 'staccato'." ♦



Jack Bennetto appears reluctant to give up the Lower Mainland District Manager's burgundy chair, despite Perry Dennis' persuasiveness.

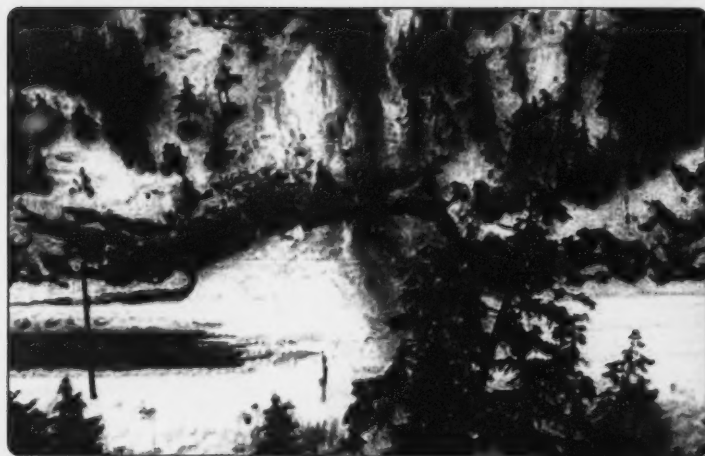
Weather Wreaks Highways Havoc



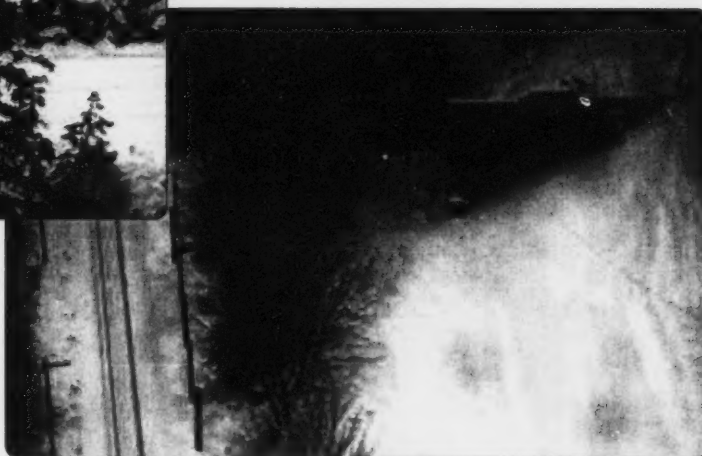
Winter storms, winds, rain and snow lashed B.C. in late 2007, keeping MoT staff and contractors busy clearing routes and, assessing and repairing damage. This meant much work, and some pretty dramatic photos.



There was a flood and washout, at Dirty Creek, on Highway 28 near Gold River, November 12, 2007. A nearby creek was filled with rubble from a slide, causing water and debris to flow outside of the creek channel and damage the road.

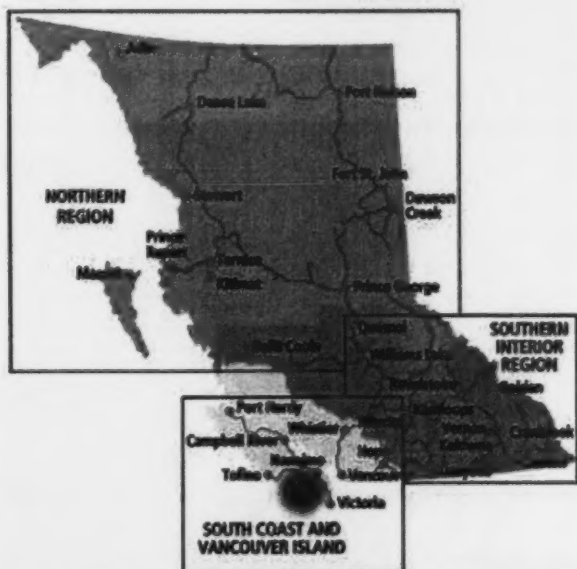


Photos from the closure of Highway 1, in the Fraser Canyon, in early December 2007. At about 15 different locations there were avalanche deposits on the road.



Storms Raze West Coast Roads

Submitted by Doug Elliot, District Technician



A series of storms in early December razed the Pacific Marine Circle Route between Cowichan Lake and Port Renfrew, on Vancouver Island's west coast. Up to 75 cm of snow accumulated in two days, followed by a warm "banana express" that dumped large volumes of rain. The intensity of the run-off was more than stream banks and drainage appliances could contain. The damage is significant. About 500 metres of sealcoat and gravel were washed away. Run-off was approximately one metre over the road.

The roadway is open again, however, some sections remain single lane and it will take some time to complete the repairs.



Bridge end fill washed away at Robertson River Bridge.



Culvert plugged solid with rock and soil, water running over roadway.

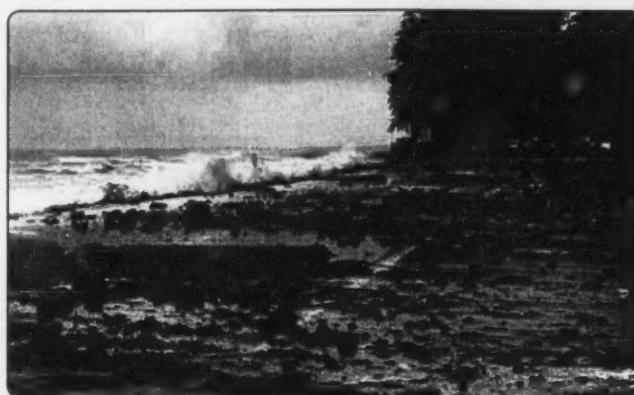
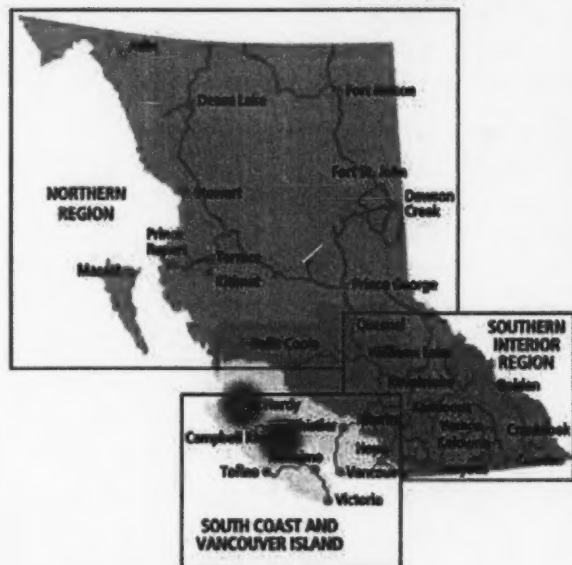


Two backhoes clearing debris from slide.



Surface damage on road.

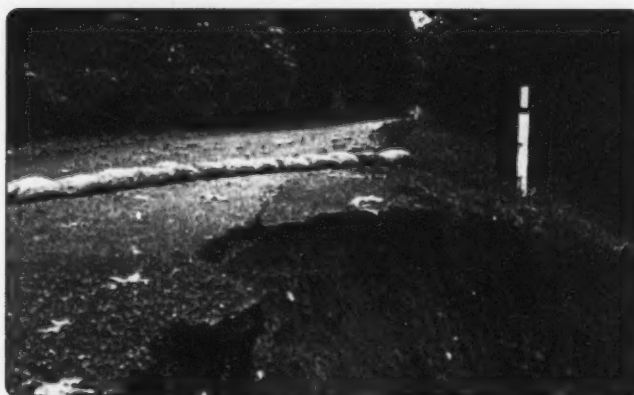
Weather Wreaks Highways Havoc *continued*



High tides, combined with heavy ocean storm surges, washed away protective rip-rap and undermined approximately 100 metres of Highway 19A, at Oyster Bay, on November 12, 2007. The highway was closed to one lane. Photos were taken by Gary Fabick, who is the brother of Val Fabick, South Coast Regional Manager of Project Delivery.



Debris, rock and mud slide blocked Highway 19 near Tsitika, November 12, 2007. Pictured here are remnants of a timber logging bridge.



A rock and mud slide on Wee Wai Road, on Quadra Island, in late October 2007, caused one lane to slip out, and resulted in damage to the Cape Mudge Band's sewage aeration facility below.

Greetings From the Provincial Permit Centre

Submitted by Lyn Ashcroft, Permit Centre Clerk

Lots of things are going on in the COLD, COLD North. Here in Dawson Creek, we have a staff complement of 20 that includes one manager, one administrator, five commercial transport program officers and 13 permit clerks. We have some current postings as well. Life here is fun with all the challenges that are attached. Our phone system still has its gremlins and industry have been very good and patient with us. Our newer staff are getting up to speed and learning more and more about different parts of the province and all its nooks and goat paths.

In June, the second phase, we added Kamloops area to our permit area and in December, phase 3 Vancouver Island came into play. That makes everything in the province except the 604 exchange that is under our call system. The Lower Mainland is scheduled to be added in March of this year.

Here is a list of our staff for those of you who do not know us. Permit Centre

Manager Terry Morris, Commercial Transport Program Officers Paul Meckler, Sean O'Neill, Craig Williamson, Danny Withrow and Phil Folz; Administrator Julie Willsie and last – but most important – Clerks Kim Bedell, Lyn Ashcroft, Janet Wiedeman, Cora Jefferson, Ashley Johnston, Tamara Short, Dawn Werezak, Darla Martin, Katrina Graham, Marlene Pickering, Claudette Ouellette and Michael

Danielsen. Our team is looking forward to the New Year and the new permit system. We would like to say major KUDOS to Kamloops East and all Lower Mainland scales (back-up staff), and to all our fellow weigh scale staff and portables for their patience and understanding during the past year ♦

Kurt Edmunds – District Ops Manager

Submitted by Loretta Carlson, Development Approvals Assistant

Lower Mainland District's Operations Manager Max Walker moved to the Courtenay Office and thought you would like to know a little bit about his replacement Kurt Edmunds.

Kurt Edmunds, has been a Ministry of Transportation employee for more than 27 years, and has worked in several locations throughout the province. Kurt began his career in the former Chilliwack Highways District in Development Approvals and had the opportunity to work in several district offices and throughout B.C., before

becoming a Provincial Approving Officer in 2002. Additionally, Kurt has taken secondment opportunities and worked in Headquarters in Traffic Safety Branch and Planning and Policy Branch.

Kurt made the transition to operations in 2006, and recently joined the Lower Mainland District, in November 2007. Kurt's personal interests are outdoor activities – skiing and snowboarding in winter, and rowing in summer. Kurt is completing an undergraduate degree in Community Studies. ♦



Kurt settling into his new office and role.



Mystery Man's Identity Revealed

The December 2007 Road Runner asked readers if they recognized a man wearing a bowtie and glasses, who appeared on Page 17. For those of you who don't know this plaid-clad MoT employee, it's none other than Jeff Wiseman, District Operations Manager (with a few modifications)!



Lardeau River Spawning Channels Open for Business

Submitted by Bruce Persello, Environmental Services Manager

In September 2007, restoration work on two existing side channels of the Lardeau River was completed, adjacent to Highway 31 approximately two km south of Trout Lake. The work was undertaken in conjunction with ongoing road improvements along Highway 31 between Trout Lake and the Duncan Reservoir. The side channels had become isolated over a period of time from the mainstem Lardeau River as a result of a series of both natural and human influenced flood events.

The project involved the construction of channel intake structures, modification of the existing side channels to promote improved hydraulic flow conditions, placement of large woody debris and the planting of vegetation in disturbed areas, all aimed at providing improved spawning and rearing habitat for a variety of species including burbot, rainbow trout, bull trout, mountain whitefish and kokanee.



Bruce Persello (crouching) and Jesse Morwood observe bright red kokanee. Photo by Eric Miller (Masse and Miller Consulting)

The total project involved the enhancement of over 1,300 lineal metres of side channel habitat and took approximately four weeks to complete.

The restored side channels became operational just in time for the 2007 kokanee spawning run and hundreds of fish were observed staging/spawning at any given time during October 2007. It is anticipated that the improved hydraulic conditions in the side channels and newly constructed channel features will benefit fish stocks in the upper Lardeau River watershed for many years to come. The side channels will be monitored closely to ensure they function as intended. However, the results from initial biological sampling undertaken at the site are far exceeding initial expectations. ♦

Wolf in Sheep's Clothing

Submitted by Dennis Pryhitko, Supervisor, Kamloops Westbound Inspection Station

Well...well...well... Just when you think you have seen a few unbelievable happenings in our transportation business, low and behold another one pops up...

So unsuspecting, a new tractor cautiously drives up the scale ramp, way slower than any other normal commercial traffic. AHA!! You think could there be a reason they are driving so slow? What shall we do?

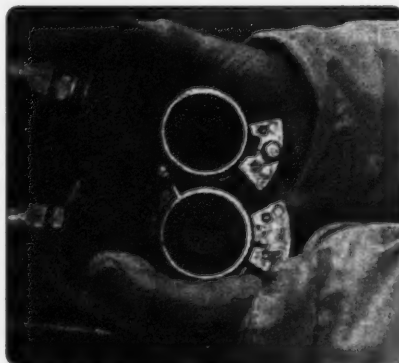
STOP THEM ON EACH AXLE!! This will produce some results. As the directional sign says, "STOP," the vehicle actually stops. Good. But then we notice there is no movement of push rods, indicating slack travel from the brake pots!!

Well let's back them up to double check. STILL no movement of push rod on the rear axle - we definitely need to park this vehicle. A level one CVSA inspection is performed on the truck and trailer. The wolf in sheep's clothing is uncovered! This vehicle was driven across the country from Ontario to Kamloops with no interruption on their westbound run. Brand new, looks good, smells good, but deadly - NO BRAKES!

When the wolf is interviewed, he has no idea he is short brakes on a full load. So then, who really is the big bad wolf? Who plugged two air lines to the trailer? Who poked and pushed one plug through into the glad hand so that the maxi brakes on the trailer could be released through the supply line? Who left a plugged service line so there would be no air to apply the brakes on brake application...which then allows the wolf to trot deadly down the highway?!

So many questions! Is there more than one wolf? We are not sure. What we do know is that the wolf here today had his teeth removed at this inspection station! Will that be enough? We just keep on trying. Always be on the lookout for that BIG BAD DEADLY WOLF in sheep attire. No matter how shiny and dressed up the sheep appears, there could be a wolf lurking underneath and within!

Proud to be an inspector? YES, YOU BET! We have some sharp eyes looking for wolves in our organization! Keep up the good work! ♦



These glad hands were one of the problems that meant a trailer had no brakes as it travelled from Ontario to B.C.

Gathering History of Rattlesnake Underpasses in Southern B.C.

Submitted by Leonard Sielecki, Environmental Issues Analyst

The Ministry of Transportation's pioneering efforts to protect deer, elk and moose on the Coquihalla (Highway 5), the Okanagan Connector (Highway 97C), and the Vancouver Inland Island Highway (Highway 19) have been recognized both nationally and internationally. However, not much is known about some of the ministry's earliest initiatives to protect other species of wildlife, especially those creatures that are slimy, scaled, and bite.

For years, rumours have circulated that rattlesnake underpasses were built by the ministry in the Southern Okanagan. Some stories mention a culvert installed by a district employee to protect rattlesnakes near Okanagan Lake, around 1957. From bits and pieces of information collected to date, it appears that in the late 1950s and early 1960s, the ministry installed at least three culverts for rattlesnake passage under roads and highways. Apparently, these installations were completely local initiatives, championed by district staff wanting to protect rattlesnakes. The passages were constructed decades before the concepts of environmental stewardship and underpasses for wildlife were recognized by transportation agencies.

A number of ministry folks with long memories have been really helpful filling in the details of the rattlesnake underpass



U.S. Fish and Wildlife Service.

history. They include Okanagan-Shuswap District's Stan Beaulieu, District Development Technician; Rusty Hewitt, District Technician; Stan Warkentin, District Sign Technician, and Grant Lachmuth, District Manager, and the Northern Region's Mike Hovde, Manager, Operations, Corporate and Operational Services.

A lot has happened in the Southern Okanagan since the late 1950s. Numerous highway upgrades and alignment modifications have occurred. It is very unlikely that the original culvert rattlesnake underpasses exist in their original form, as they have probably been replaced over time. Although it has been over 50 years since the underpasses were first constructed, the information about them is still important for documenting the ministry's early efforts to protect rattlesnakes.

If you know about the rattlesnake underpasses, or if you know a former ministry employee, or anyone else, who might know about them, please contact me (Leonard Sielecki, Environmental Issues Analyst, Engineering Branch). I can be reached in Victoria by telephone at (250) 356-2255 or by email at:

leonard.sielecki@gov.bc.ca ♦

Submit your stories and photos:

If you want to submit stories and photos send your word files and photos to: RoadRunner@gov.bc.ca



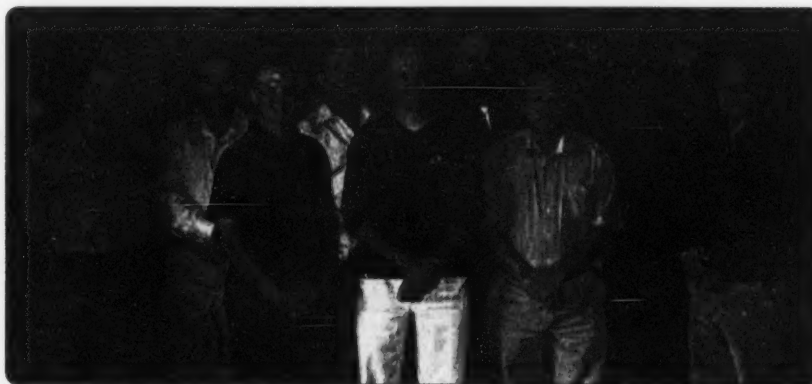
Joint B.C. Road Builder/Ministry EPS 502 Subcommittee – Partnering at its Best!

Submitted by Keith Callander, Director, Provincial Field Services

The B.C. Road Builder MoT Joint Paving Subcommittee is a success story of partnering in epic proportions. The subcommittee was formed almost two years ago, to review and rewrite EPS 502 (End Product Specifications for paving work). The review included examining workmanship issues from EPS 501.

Chaired by Mike Oliver, the success of the group is largely due to the hard work, determination and common sense approach of all the members. At the core is the component of partnering, and both the Road Builder and Ministry representatives come to the table with open minds, without pre-formed opinions or individual agendas. The outcome is a highly effective EPS document that rivals any document of similar subject matter in any other jurisdiction. Improvements to the new EPS 502 document include:

- clearer language to remove ambiguities or grey areas
- a review and revision to the bonus/penalty component to encourage contractors to achieve a higher quality product while reducing Ministry risk, and which reflects the increased commodity/material prices
- improved workmanship language
- improved definitions, consistently applied to the entire document



Back Row: Todd Strynadka (Terus), Paul Simpson (Imperial Paving), Keith Callander, Brian Twiname, Don Shaw, Daryl Finlayson, Ray Pledger (OK Industries)

Front Row: Rodney Chapman, Mike Oliver, Bob Penner

The subcommittee is comprised of members of the Joint Road Builder/Ministry Paving Sector committee. The new EPS 502 will be distributed shortly for inclusion in all Ministry contracts until the 2008 Standard Specification for

Highway Construction is issued later this year. Special thanks to Don Shaw for his unlimited hours, and all other members for their hard work and patience witnessing Don's two-fingered keyboarding prowess! ♦

Dutch Creek Emergency Acrow Installation

Submitted by Bill Glen, Bridge Area Manager

In the early morning of Monday December 3, 2007 a commercial vehicle carrying a 200 class track excavator and a rubber tracked backhoe impacted and extensively damaged the Dutch Creek Bridge, located just south of Fairmount Hot Springs.

It appears that the operator, in his attempt to fit both pieces of equipment on the same load, was forced to place the boom of the excavator over the backhoe. In so doing, the boom of the excavator was positioned beyond acceptable height restrictions, causing the impact.

According to our counterparts with CVSE, the carrier was not permitted. The impact was quite severe, causing major damage to the north end lateral portal brace, both end posts and top chords. After an extensive evaluation it was determined

that the structure had to be load restricted to light traffic, until repairs could be made.

The imposed load restriction caused an immediate economic impact to the area as a local mill was forced to shut down due to inability to move product. Many other commercial carriers that use the route on a regular basis were also affected.

Given the extent of damage, the possibility of a quick repair to the existing bridge was unlikely, and a decision to install a temporary bridge was quickly made.

A suitable site upstream was chosen and work on an assembly and storage area for the emergency bridge began immediately.

With the closest emergency bridge stock situated in Creston, some three hours away, a major logistical task ensued with Larry Ballard (Bridge Area Manager) from Grand Forks playing a key role. Larry did an excellent job in coordinating loading and shipping of all the components for the bridge – no easy task when long distances and time constraints are at play!

continued on next page...

Dutch Creek Emergency Acrow Installation *continued*



Bridge halfway over Dutch Creek.

The bridge to be installed was a new (still in the crate) 700 Series, 160 foot DSR extra wide Acrow with a steel grid deck system. Installation of the bridge was tasked to local contractor Johnston Construction, who although very competent, lacked enough people with Acrow Bridging experience to do the work. To solve that problem, calls were made to Thompson District in Kamloops and Acrow Bridging in Richmond, for some additional expertise. Mainroad Contracting Ltd. also supplied a substantial amount of manpower and equipment to round out the onsite requirements. The launch was

assisted with the use of a 250 ton Liebherr hydraulic crane supplied by Sterling Crane's Calgary division.

Actual assembly of the bridge commenced in the late afternoon of December 6, and by evening of December 10, the bridge was across and sitting solidly on its bearings. The "dirt dogs" worked late into that evening to get both north and south approaches up to grade and ready for traffic.

I did a 6 a.m. "last look" on the morning of December 11, before heading back to Kamloops, and it was quite a sight to see.

There was a persistent snowfall which was illuminated by the onsite generator-powered lights. I was taken by how majestic this newly installed bridge looked, in its new location where only a few days ago there was nothing.

Congratulations to Gord and his team in Rocky Mountain District, along with the SIR regional bridge engineering group, in putting this project together so quickly. It was good fun working with you! ♦

Take Your Kid to Work (in Victoria) Day

Submitted by Doreen McAllister, Supervisor, CVSE

So, my 14-year-old daughter comes up to me in early October, and says she wants to come to work with me on November 7, for "Take Your Kid to Work Day." Then about a week later, Susan Ingram from HR sends out an email asking for participants. I quickly register, with Susan and Howard Emslie, my manager. Perfect. Jamie was happy with me; she was finally going to get to come to work with Mom. The permissions were received from her high school to miss the day.

Then, on Friday November 2, Susan Ingram phones and says, "I understand that you and your daughter are participating in 'Take Your Kid to Work.'" Susan then proceeded to tell me that we had won a draw. (I didn't know we had entered one!) The draw was for Jamie and me to spend "Take Your Kid to Work Day" in Victoria. For those of you don't know, I live in Fort Nelson. What do you think Jamie and I

said? "Gee, it's November, do we want to go to Victoria for a day, or stay here in Fort Nelson?" It took us about three seconds to decide!

Then Susan went to work on travel arrangements. Flying out of Fort Nelson is not normally a problem. Flying out of Fort Nelson, to somewhere like Victoria, on four days notice can be! Susan called and

said, "I have flights for you two but they are not great." She explained we would not arrive in Victoria until midnight, November 6, spend the next day in Victoria, and then fly out of Victoria on November 8, at 5:40 a.m.! Would that be okay? Again, I remind you, we live in Fort Nelson and it was November. Of course we said it was okay

...continued on next page...

Take Your Kid to Work (in Victoria) Day *continued*

November 7, we went into the CVSE office and met with Greg Gilks for the morning. We learned that CVSE is more than just big trucks, and that we do vehicle standards for the Province of British Columbia as well. Jamie, myself, Greg's neighbour's son and I discussed "Segways," "Bio-fuel" vehicles, "Right hand drive cars," "Hours of Service for Commercial Drivers" and several other very interesting things. Greg then gave us a tour of the offices where we met quite a few people. That part was great for me, as I have seen some of these names over the past eight years, and now I finally have faces to put with the names. After lunch, we met up with a bunch of other kids and parents at the Legislative Assembly Building, for a tour. Because the

session was going on, we did not see inside the house but it was still a great tour! After the tour, we went to a nearby hotel for a one-hour session working for the Public Service. This included three speakers, and a keynote address from Jessica McDonald, the Deputy Premier and Minister for the Public Service.

Our work day over, Jamie and I then spent a couple of hours walking around the downtown harbour area of Victoria, looking in the windows of the museum, and at the architecture of some of the great buildings.

We got up the next morning at 3 a.m., to be downstairs at 4 a.m., to meet the shuttle to catch the plane home. After

several delays, we finally made it back to Fort Nelson about 2:30 p.m., three hours late. We did have company for the delays, however, as Jessica McDonald and her assistant Michelle visited with us, in the Fort St. John airport. Ms. McDonald was coming to Fort Nelson to meet with the BC Public Service Agency folks here.

Jamie admits that some of the trip is a little fuzzy, because of jet lag, but it was still a great experience for the both of us. I guess she will just have to come help me do truck inspections some other day!

Thanks to Susan Ingram, the Human Resources Branch of MoT and the BC Public Service Agency for this once-in-a-lifetime trip for me and my daughter. ♦



Deputy Minister John Dyble (left) visits staff at the new Kamloops Ministry of Transportation Building.

Submit your stories and photos:

If you want to submit stories and photos send your word files and photos to: RoadRunner@gov.bc.ca



You're a Winner!

Brian Gould – Senior Avalanche Officer and Professional Engineer



Submitted by Mike Boissonneault, Manager, Snow Avalanche and Weather Programs.

Our ministry is full of over achievers. We all know people who rise above and beyond the expected call of duty. We all know people who take training courses, and attend workshops and seminars, in an effort to become the best that they can be.

One such person is Senior Avalanche Officer Brian Gould. Brian has worked with Avalanche and Weather Programs since September 2005, and has made many significant contributions, not only to the ministry program, but to the entire Canadian avalanche community. Brian is also a fully certified mountain guide and is leading a team to organize the next International Snow Science Workshop.

Brian's most notable recent achievement is to have passed all the tests and requirements of Professional Engineer. This qualification will allow Brian to perform avalanche terrain assessments that have previously been the work of a select few within the country. It is rare to have combined endorsements of Professional Member of the Canadian Avalanche Association and Professional Engineer.

Well done Brian, P. Eng. ♦

Jackie Chambers Recognized for Healthy Contributions

Submitted by Tracy Cooper, Regional Director



Jackie Chambers receives a certificate from Tracy Cooper.

Jackie Chambers was recently honoured by her fellow staff members for her work on the EAF, healthy workplaces (through the Health and Safety Committee and Healthy Workplace Week), and her contributions to Act Now. Jackie also serves on the Article 29 committee and is the local union representative.

In addition to the recognition certificate she received gift certificates for Mountain Equipment Co-op and Stefano's Restaurant.

Jackie says, "I do these things because I enjoy it, and I would encourage all staff to participate at some level in things outside of their day-to-day work. You'll be amazed at what you can achieve!" ♦

Recognizing Shawn Grant

Submitted by Faisal Siddiqui, Traffic Engineer in Training

I had the opportunity to organize our Traffic AGM, back in November 2007. The meeting was meant to cover all traffic engineering related topics, but I took it a step further and introduced an employee recognition event. It was the first time we had this recognition within our section.

I made a poster, which was presented to Regional Traffic Engineer Shawn Grant, who is based in Kamloops. Shawn was recognized at our AGM for her expertise and for the excellent work she does for traffic engineering. Although I am quite new at the ministry, working with Shawn Grant is the most valuable professional experience I have ever had. Along with her own responsibilities, Shawn trains professional engineers for tomorrow. Shawn is a wonderful leader and has built her team into an exceptional one. ♦



Shawn (in black jacket) and team members at the 2007 EIT AGM. Left to right: Mike Feduk, Lina Halwani, Winnie Wong, Shawn Grant, Trent Folk, Susan Randle, Carolyn Turcotte and Nam Nguyen.

You're a Winner! *continued*

Grant Lachmuth Honoured for WRB Bridge Promotion

Submitted by Dave Byng, former ADM, Highways

Congratulations to Grant Lachmuth on being awarded the 2007 Advanced Technology Award from the Applied Science Technologists and Technicians Association of B.C.

This award was presented at the November 3, 2007, dinner held at the Pan Pacific Hotel in Vancouver and states...

"The Advanced Technology Award is to acknowledge advancements in technology and the contributions made by individuals, both members and non-members, business and industry and government, to promote pioneer efforts in technology and to recognize the application and adaptation of advanced technology to new users."

Grant won this award for his presentations and promotion of the William R. Bennett Bridge and its unique features as a public/private partnership and the only floating bridge structure in Canada.

Well deserved, Grant! ♦



Association President Darrin Heisler presents the 2007 Advanced Technology Award to Grant Lachmuth.



Gary Runnalls Excels at Service

Submitted by Bart Chenuz, Inspection Station Supervisor

Gary Runnalls was recognized for the excellent service he provides to customers and his peers, and for his contribution to the Occupational Health and Safety Committee. A Commercial Transport Inspector for the Kamloops Eastbound Inspection Station, Gary was presented with a certificate and gift card, on December 17, 2007. ♦

Demo Run Successfully Completed

Submitted by Samuel Lam, Senior Engineer, CVSE

At our client's request, CVSE's Engineer in Training Nam Nguyen successfully completed a Demo Run for a new seven-axle ready-mixed concrete pumper truck on December 13, in Port Coquitlam, assisted by CVSE Commercial Transport Inspector Robert Sanderson and Bill Sherman. The demo truck has an overall length of 16.5 metres, which is one metre longer than our current permit allows. However, the truck chassis manufacturer claimed that it should have similar offtracking characteristics with the existing "tridem steer/tridem drive" pumper trucks due to the inherent turning capabilities of the last two axles in this new truck.

CVSE works very closely with the municipalities, local police and RCMP in develop-

ing permit conditions for ready-mixed concrete trucks, since these trucks are operated mostly on municipal roads and need special municipal operating and parking permits, when they travel to and stay on construction job sites. Many of these stakeholders were invited and participated in the Demo Run.

The demonstration included a slow speed minimum turning radius determination, followed by actual driving in normal traffic streams in both left and right directions. The demo was videotaped and a debriefing session was held to answer any questions raised by the participants.

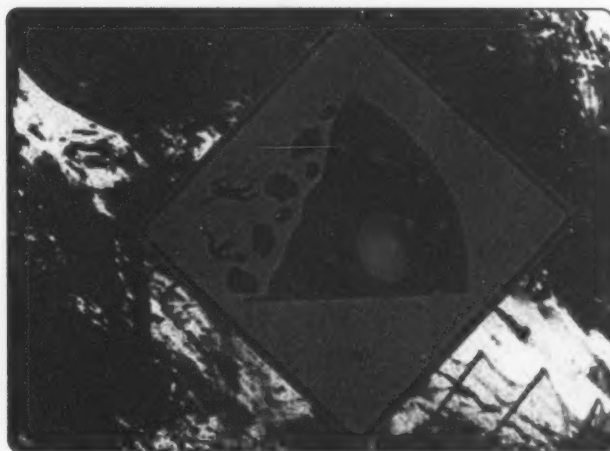
Thanks to Nam's effort, a new permit condition was established at the successful conclusion of the Demo Run. ♦



Nam Nguyen (left) with the driver, engineer, shop foreman and VP of Sales at the rear of the Concord Concrete Pumps plant in Port Coquitlam. The demo truck is behind the group.



This photo, taken in March 2007, captures one of the many mud slides that came down over the Trans Canada Highway in the Fraser Valley. It shows why it is so very, very important to obey traffic control people and most certainly why you should not drive through a road block that would have protected you from this muddy situation. Who says Mother Nature doesn't have a sense of humour? (Submitted by Loretta Carlson, Development Approvals Assistant). ♦



This sign was spotted in the Kicking Horse Canyon, on the eastbound side of the Trans-Canada Highway, about six km east of Golden. The photo was submitted by Assistant Project Supervisor Rick Marven, who says, "I've been roaming around the province for more than 25 years with Field Services Grading (aka Construction Branch). I've seen a lot of 'publicly modified' roadside signs but this one takes #1 for creativity." ♦



Look at the first picture and you can see where the pick-up truck broke through the guardrail.

The pick-up truck was travelling from right to left when it crashed through the guardrail. It flipped end-over-end, across the culvert



outlet, and landed right side up on the left side of the culvert, facing the opposite direction from which it was travelling.

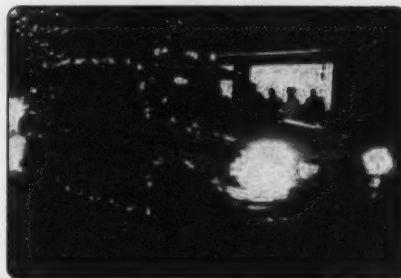
Now look at the second picture. Incredible what some people walk away from! (Submitted by Loretta Carlson, Development Approvals Assistant). ♦

CVSE in Christmas Parade

Submitted by Paul Picco, Commercial Transport Inspector

On December 1, CVSE joined Chilliwack's Christmas Parade of Lights. Hunter Creek Inspection Station's Commercial Transport Inspectors Paul Picco and Roger Perry, were honored to each drive a CVSE vehicle through the downtown parade route. Their families helped decorate the vehicles with lights, garland and a small tree on each roof. Paul's children Riley and Alyssa, and Roger's children Liam, Deaglan and

Emily, rode along and enjoyed waving to the crowd and shouting "Merry Christmas" through the trucks' loud speakers. The wives, Sheryl and Kim, walked beside the vehicles, handing out candy canes and lollipops to the spectators. With emergency lights flashing and occasional siren blasts, the CVSE entry was well received, especially by the young members of the crowd. ♦



CVSE tracks add dazzle to the Chilliwack Christmas Parade

Lower Mainland District Christmas Party

Submitted by Loretta Carlson, Development Approvals Assistant



Staff came from as far as Powell River, Sechelt and Chilliwack, for the Lower Mainland District Christmas party, December 11, 2007, and a wonderful time was had by all. Everyone was pleased that District Manager Perry Dennis came back from his special assignment at CVSE, in

time to enjoy the festivities. On December 17, the Lower Mainland had an early visit from Santa Claus. Santa's helper Brian Atkins had a great time giving out the gifts Santa had left under the tree. ♦

Spreading the Warmth with Warm Faces

Submitted by Trent Folk, Kyle Drummond, Ryan Spillett and Brent Davies, Northern Region

Winters in Northern British Columbia can get cold...very cold. This past holiday season, the Northern Region/Fort George office spread the warmth and made very valuable contributions to the Salvation Army in the form of cash, toys and food.

In order to increase awareness about the fundraising effort, a fun twist was put on this year's campaign. Four handsome individuals decided to grow beards and call it the "Spreading the Warmth with Warm Faces" campaign. On short notice, these four individuals were able to grow the most glorious beards known to mankind. (Some may disagree, but we were asked to write this article, so we're telling it how we saw it - they were glorious!).



The four bearded cooks - Ryan Spillett, Kyle Drummond, Trent Folk, and Brent Davies - dish up perfection served in a bowl.

Aside from the bearded bandits encouraging food and toy donations to the hampers, there were a few creative fundraising efforts organized.

A chili lunch sale was provided to staff. Over 40 bowls of delicious, warm chili were served. Rest assured that food safe guidelines were followed, as can be seen in the photo. When you have beards of that size, you need to be careful.

Other activities used to raise money included a "Guess the Celebrity Beard" contest, and raffle.

Over \$650 in cash was raised through generous donations. The toy and food donations were quite generous as well - the estimated value of the office's total contribution was over \$1,000.

Thank you very much to everyone who helped "spread the warmth" by contributing. The money and goods donated went to a truly good cause and made a difference in the community. ♦

PECSF

Provincial Employees Community Services Fund

Provincial Employees Community Services Fund 2007 Wrap-up

Submitted by Shelley Keddy PECSF 2007 Ministry Representative

Wow, MoT had a great year working to raise funds for local charities! Staff from all over the province pulled together to raised over \$69,747 – our best year yet – and we sure had fun doing it. Ministry wide we worked together to collect funds and engaged in activities that were inclusive of remote area offices and open to those who don't use computers in their work environment. The Coquihalla Toll Plaza experienced their largest participation in years, thanks to the work of Doreen Cook and her efforts to ensure that our comrades in the toll booths were able to donate recipes and stay connected with the ministry's efforts.

Our executive really got involved and was engaged in various activities: supporting the 50/50s, playing mini-golf, attending the open house and leading the chili challenge. John Dyble donated personally signed copies of From Wagon Trail to Super-Highway for prize winners of some events.

Throughout B.C., our ministry was active in various events. The Northern Regional Office/Fort George District organized a bake and book sale, and a pumpkin carving contest, on Halloween. The Peace District held a silent auction and bake sale, and Bulkley Stikine organized a bottle drive. The Southern Interior Region Office engaged in a 50/50 Halloween, 50/50 Beach Night, Halloween basket, and Chill Out Dress Comfy event. Okanagan Shuswap District held a bake sale, Nelson had a charity lunch and Williams Lake conducted a bottle drive and a chili bake. The South Coast Region held a BBQ, basket draw, Pumpkin Carving Contest, Halloween Costume Dress-up event, silent auction and bake sale, and a Road Kill Jar Draw. Saanich Area Office had a potluck chili and hot dog lunch and a penny challenge. Vancouver Island District, held the Great Snail Race. At headquarters, we had raffle basket draws, the PBMB hot dog sale, The Amazing Golf Race, The Great Executive Chili Challenge, 50/50 Fridays and The Great Executive Chili Challenge.

The golf tournament was a huge success and all of the golf holes were wonderfully elaborate. Radio and Electronics won first

place for best hole. Ministry wide, we combined forces to create an incredible cookbook, held an online silent auction, weekly draws and had an online Halloween photo contest. Crystal Chenier from SIR won a certificate for a cake by Ivana Mazuch for guessing the most people in the Halloween photo contest. ♦



Colourful golfers Renee Gabia, Gillian Moxham, Mary-Ethel Audley and Sandy Evans.



Proud and poised Miss MoT contestants.



Chili posse Peter Milburn, John Dyble, Marilyn Wargo and Lori Wiedeman.

"Gourd Wagner" securely contained. (A play on Gord Wagner, Regional Manager of Engineering)



Steve Loptson and Jordan Wenzel release fearsome "Gourd Wagner"!

Canvasser of the Year – Judy Gunderson

Submitted by Shelley Kerr PECSF 2007 Ministry Representative

Canvasser of the Year Judy Gunderson's contributions in 2007 included being a member of our ministry-wide planning committee, participating on the Northern Region inter-ministry PECSF committee and serving as the Northern Region MoT canvasser and contact. Judy has been dedicated to PECSF for more than 10 years – organizing events too numerous to list – and is an inspiration to others. As part of the award, Judy also received a certificate for one of Ivana Mazuch's famous cakes – to be personalized to Judy's specifications.

Congratulations Judy and thank you for your continued altruistic dedication to your community!

Campaign canvassers are the backbone of a successful PECSF campaign. They spend a tremendous amount of time working for the benefit of others. Several canvassers like Doreen Cook, Sharon Cowden, Donald Harder and Loretta Carlson (just to name a few) have helped support PECSF campaigns year after year. They were also nominated by their colleagues for this new award. ♦



Debbie Koehl, Judy Gunderson, Hilda McNeill and Kelcie Paterson.

Faster Than a Herd of...Snails

Submitted by Linda Mick, Carrier Safety Inspector, CVSE

The end of September found Nanaimo District Office staff running a very slow race. The Great Snail Race, an inspiration of Suzanne Moore, was a fundraiser for the Public Employees Community Services Fund. Suzanne inspired, co-ordinated and tracked all the racers. Racers played from Vancouver, Courtenay and Saanich as well as Nanaimo.

How did the race work? Each player had to show Suzanne their money and they drew and named a game piece – snail theme of course. The game board was drawn and each contestant was poised at the start line. To move spaces, more money had to be paid each day for 10 days. Some snails were so speedy that they raced right off the board! The winners of the Great Snail Race were:



John McKay, (with certificate for a dinner cruise aboard Peter's Wightman's sailboat)



Janelle Yardley



Barb Thomas

The Twist – A game within a game . . .

The morning of September 27 found the racers buzzing and playing with Playdoh, construction paper, felt pens and plastic eyes. Why, porque, pourquoi? They were designing "action figure" snails! Extra moves were awarded to these racers.

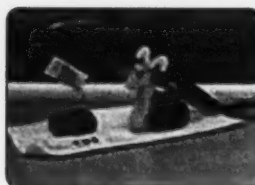
A great time was had by all! Some mornings, racers were lined up at Suzanne's desk. Most importantly, the Vancouver Island District raised over \$300 for the community services fund. Many thanks to Suzanne for her enthusiasm, encouragement and patience. ♦

Winners of the best snail action figure:

Speckled Violinist Book

Reading MoT Tech Scuba

Diver Diva



Current road conditions



DriveBC

At DriveBC, Change is Constant

Submitted by Cam Gray, Business Analyst, Information Management Branch

2007 saw the successful release of DriveBC 1.17, a month of on-the-road training, increased phone line capacity, and the initiation of numerous key marketing partnerships. While this is pretty impressive stuff, 2008 is shaping up to be even more dynamic and change-filled! We have a number of exciting initiatives in the works which we are very confident will further enhance user experience, broaden our audience, and make an already relevant service, even more meaningful to the traveling public.

While we can't let the cat out of the bag too soon on exactly what these exciting enhancements will be, we can tell you that we have every reason to believe that they will please and impress! We'll introduce you to these enhancements in future editions of the RoadRunner, so be sure to read DriveBC articles in future editions!

Staffing Changes

We have two key staffing changes to announce – one arrival and one departure.

Welcome

DriveBC is pleased to welcome Kate FitzPatrick. Kate comes to us with a M.A. in Communications from Royal Roads University and a professional background in marketing and corporate communications.

Working in both the public and private sector, Kate brings experience from BC Investment Management Corporation, BC Transit, and a local high-tech start-up, Voice Mobility Inc.

Kate is particularly interested in organizational behaviour, corporate social responsibility, and change management.

Kate will be assuming DriveBC marketing and communications responsibilities.

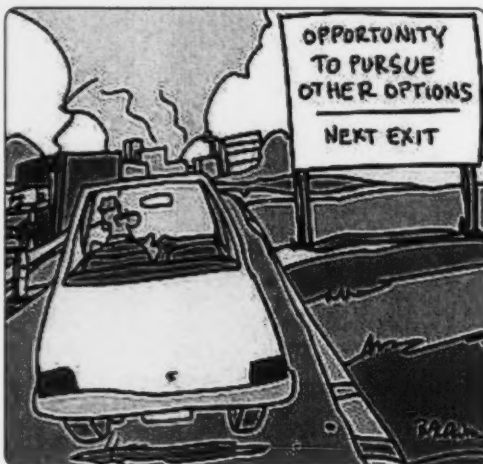
Goodbye

Yours truly – Cam Gray – is moving on. After nine months as program lead for DriveBC, I am moving to a new role at the Ministry of Transportation's Information Management Branch.

I've enjoyed my time as program lead, and have every confidence in the DriveBC team and their commitment to continued excellence in providing the public with an accessible, meaningful road and incident information system. ♦

Stay Connected

If you want more information on DriveBC, or have suggestions on how to improve the service or increase public awareness, please contact; Kate FitzPatrick either by phone at (250) 356-0432 or via email at kate.fitzpatrick@gov.bc.ca



Spot the Violation

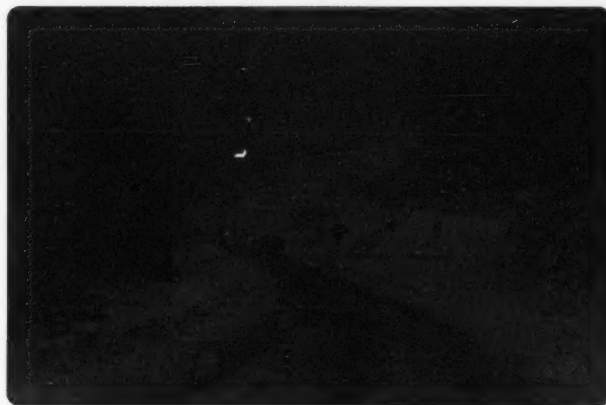
What would have led to this situation? Please submit your response to Cindy.Hogg@gov.bc.ca. The person with the best answer will be announced in the next edition of Road Runner.

On the road, again

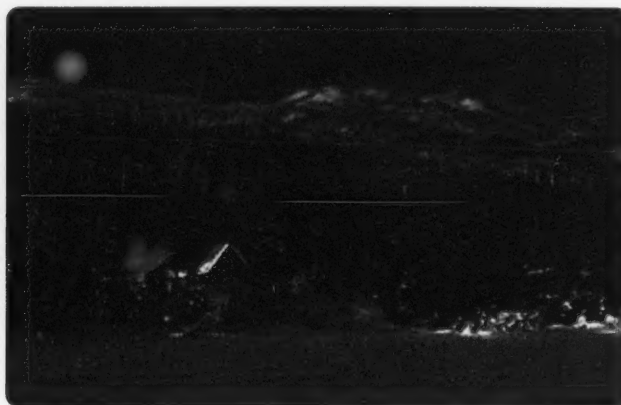
MoT Employees On The Move

Deep Freeze in Dease Lake

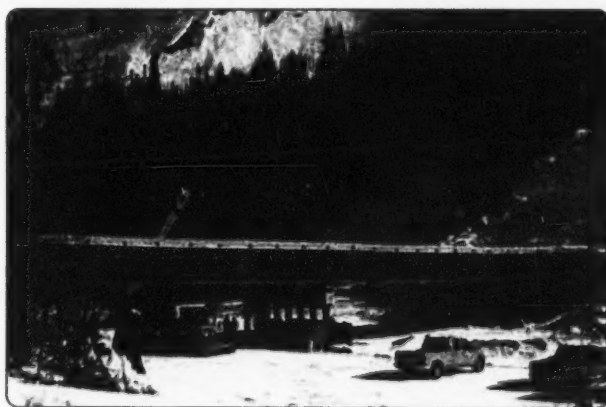
Bill Maitland, Dease Lake Operations Manager, submitted a few shots to Road Runner, to give everyone the icy feel of life around his far northern home.



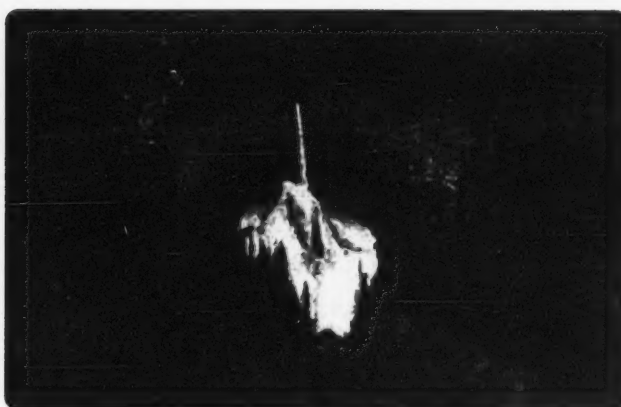
A truck travels slowly through grim winter conditions.



Bill Maitland's cabin.



Heavy equipment positioned in the middle of Tuya River, while work is done on the bridge, last winter.



A waterfall alongside Telegraph Creek Road gradually unfreezes, in the spring.

On the road again continues on the next page...

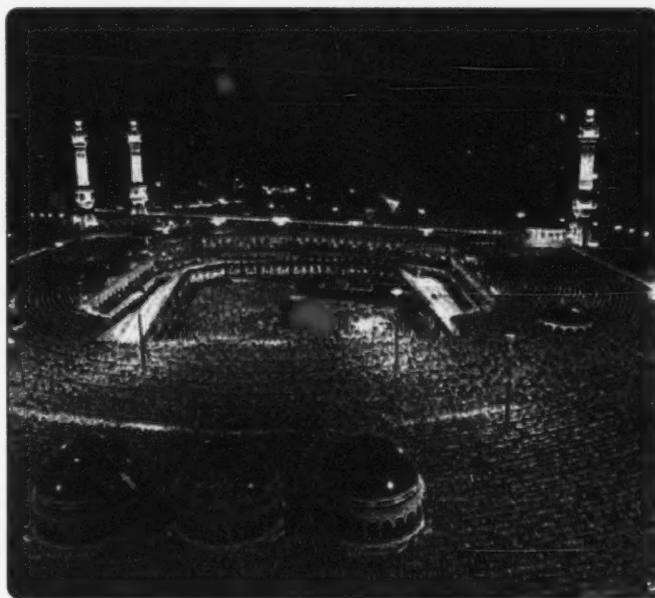
Moving Through Makkah

Faisal M. Siddiqui, EIT

I have had many wonderful opportunities to travel around the globe; however, my most memorable journey took place in 2000, to Saudi Arabia. Traveling there was an overwhelming experience, since I was there when Muslims from around the world gather in Makkah, Saudi Arabia, to perform their once-in-a-lifetime visit to the holy city (also known as Mecca). A crucial part of the ritual requires every single pilgrim (approximately three million) to be physically present at a certain place within a specified time frame. All three million first travel from Makkah to Mina – a distance of about eight km. After staying the night in Mina, everyone moves toward the ground of Arafat, a distance of about 10 km. After spending the daylight hours in Arafat, the next destination is Muzdalifah – a distance of about five km. Then people stay the night in Muzdalifah before returning to Mina once again.

A most interesting part of this journey was the necessity of ensuring the smooth movement of large numbers of people from one place to another. Before leaving for the Saudi Kingdom, I would never have imagined the time it would take to travel from one location to the next. Although the road-and-tunnel network appeared to be no different from what we see throughout North America, the sheer volume of people, at each point in time and space, was phenomenal, and everyone had to be accommodated. I observed that those who used a bus or taxi to reach the next stop on the pilgrimage took longer than those who simply walked because the traffic jams went on forever. It appears that the Saudi Kingdom has spent fortunes on building "effective" roads and tunnels. However, the use of high-occupancy vehicles and rapid-transit links appears to have been omitted from their plans.

In my opinion, there should be far more buses to move people around than the countless sedans or jeeps that, day and night, clog up the arterial roads. However, undertaking a safety analysis should be the first step taken before rapid transit is put into the picture. A rapid transit system would provide significantly faster



The huge volume of people who make the pilgrimage to Makkah, present a challenge to the city's transportation systems.
Photo credit: Mohammad Suman Hossain.

movement of the crowds and would also contribute towards a more sustainable environment. For example, one transit car would take up the volume of approximately 80 passengers, thus taking about 20 auto vehicles off the road for each transit car. Instituting rapid transit would create a better environment for the local residents as well as for the pilgrims. After all, everyone wants to see a better environment worldwide. Rapid transit would also

allow pilgrims to reach their destinations faster and to offer their prayers in a timely manner rather than arriving late – when it's really time to leave for the next place.

While the memories of this journey will stay with me forever, I will also remember the frustration that millions of people experienced because of the lack of proper transportation planning. On the other hand, my experience in Saudi Arabia gave me the feeling of how people used to travel a century ago, when there was not even leveled ground. In the past, pilgrims use to hike across mountains to reach their destination because Makkah is surrounded by mountainous terrain. By having an adequate road-and-

tunnel network in place, the Saudi government has, in fact, made it easier for local residents to get around during rest of the year. Nevertheless, rapid transit and high-occupancy vehicular traffic would significantly impact the movement of millions of people in a very positive way. ♦

On the road again continues on the next page...

Antarctic Bound!

Submitted by Peter Bullock, Geotechnical Engineer

Dreams really can come true – in October 2007 my dream of playing with the penguins and walking the path of explorer Sir Ernest Shackleton came to life!

Through a friendly connection and plenty of phone calls, I landed the six-week job as geoscientist/guide on a small cruise ship, destined for the southern seas. I was hired as the geoscientist to teach "The Stories of Stone" and "The Magic of Ice" to the 95 passengers, drive zodiacs through the labyrinth of icebergs, search for sea creatures large and small and generally ensure nobody waddled away with the penguins.

The trip started in Ushuaia Argentina – a rather Nelson-like city of 60,000. There I got familiar with my new home: a 120 metre long, 150 bed Russian ship. Originally the ship was built, in 1988, for deep oceanic research, but was retrofitted into the perfect platform for expedition cruising. Here I met my colleagues, the sailors and welcomed the passengers onboard.

First stop was the Falkland Islands. There we walked the gentle grassy slopes and found hundreds of nesting albatross, and rockhopper and magellanic

penguins, amongst the plethora of other birds. As well, we toured the historic streets of Stanley, the heart of the 1982 confrontation between Britain and Argentina.

Then we plied the eight metre swell with a shroud of hundreds of sea birds. Cape, giant and Antarctic petrels abounded. Black browed, grey headed and wandering albatross – with four metre wing spans and grace for flight like no other – guided us to the shores of South Georgia, the last stop and pinnacle of Shackleton's adventures.

The steep grassy slopes and rugged mountains of South Georgia are most notably home to the king penguin which roost by the tens of thousands amongst the rife of fur and elephant seals.

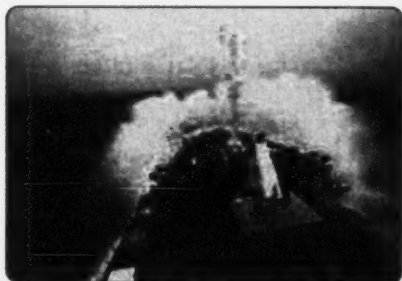
Gale force winds blew us around the southeast tip of the island. Thousands of sea birds and plenty of icebergs added to the drama as we turned our ship to the southwest – Antarctica! On route, in a

shroud of fog and a scour of wind, we passed the ominous coast of Elephant Island, the home of Shackleton's men, stranded for 105 days...

Antarctica welcomed us with open arms. The fog lifted, the air was still and our breath stopped at the sight of a warm glow of a setting sun dancing across the rugged white peaks and occasional iceberg. The scene was complete with the pair of humpback whales gently swimming off the port bow, leading us through the many islands of the peninsula.

The adventures and magical views are too many to describe here. But the contrast between the harshness of the environment with huge mountain cliffs, scoured and etched by enormous glaciers, to the intricately carved glowing blue icebergs and profusion of life, was truly breathtaking!

Peter Bullock joined MoT in March 2007 and works as the Regional Geotechnical Engineer out of the Nelson office. ♦



Not a good time to be on deck.



Our ship, a former Russian research vessel.



The modern-day explorers near an iceberg.



Gentoo penguins jumping.



Feeding time for young king penguins.

On the road again continues on the next page...

Transportation Adventures in Egypt – Cruising on the Ship of the Desert

Submitted by Dave Byng, former ADM, Highways

Kneeling before us on the desert floor was a resentful adolescent camel, suffering the indignity of being hog-tied and immobilized Bedouin style, while older camels hauled students and scientists up and down the wadi (valley) that we were encamped in. It protested its plight by expressing itself in the most foul and threatening manner to all passersby.

During the summer of 2007, my family and I were working on a joint British-Egyptian expedition, undertaking a biodiversity study to examine the impact of a decade of drought on the Sinai Peninsula's desert. My role was to lead the expedition in the field and my wife Cheryl, a teacher, liaised with the student groups supporting the science teams. My sons, Tyler and Max, worked with the teams trekking through the desert each day, studying the region's plants, birds, bats, lizards and mammals.

One thing made abundantly clear by the camels we associated with was their general dislike of people. They ensured that was well understood by their hissing, spitting, moaning, groaning and the biting attempts if you strayed too close – even if you were riding by on one of their counterparts. Solidarity amongst the camel faction, I suppose. As you can imagine, the Bedouin have become very adept at coercing the camels into complying with their needs, utilizing their version of hissing, spitting, moaning, groaning...well you get the picture. Camels, like people, quickly understand where the limits lie and were generally compliant while

complaining bitterly until they were on their feet. To be sure, camels are a highly valued asset to the Bedouin people, supplying them with transportation, income, products from hair woven into clothing and blankets, milk and even meat. A healthy camel can be essential to a Bedouin's survival as they travel vast distances between desert water sources, so they are typically well cared for.

We rode the single hump model; the rocky ground below looks a long way off when seated atop a camel's hump, making the prospect of a camel rodeo highly undesirable! In fairness to the camels, we found once they were up and on their feet, the protests ended, and apart from the odd go at biting bystanders, they were quite pleasant to ride. They have an unusual gait, causing them to sway from side to side, earning the moniker "the ship of the desert".

We were so taken by our camel experiences that we brought a camel saddle home as an accoutrement for our living room, raising eyebrows and provoking questions as we traveled through customs in Egypt, the U.K. and

Canada. Our Canadian custom's officer summed up the general sentiment of his colleagues well in his conversation with us in Vancouver. He politely asked, "What is in the box, sir?"

"A camel saddle," I responded. He dryly replied with a deadpan expression, "I'm afraid we don't have many camels around here, sir..."

The hospitality of the Egyptian people is legendary and everyone treated us like royalty, from our expedition drivers, cooks and guides, through to the local sheiks and the academics from the institutions sponsoring the expedition. We are hoping to return to live and work once more with the Bedouin, in one of the most hostile but fascinating environments on our planet.

Dave Byng is the former Assistant Deputy Minister of the Ministry of Transportation's Highways Department and currently heads the British Columbia Public Service Agency as Associate Deputy Minister. Each summer, Dave and his family go on an expedition in some far-flung corner of the globe, learning life skills such as how to trap a monkey or roast a goat. ♦



Tyler Byng and his father, Dave, aboard Egyptian camels.



Bedouin men at an expedition desert camp.



Dave Byng with Bedouin men on the Sinai Peninsula, Egypt.

On the road again continues on the next page...

On the road again *continued*

The Winning Weather Photo

Submitted by Doreen Cook, Assistant Manager at the Coquihalla Toll Plaza

Because we both like to know what's around the next corner, my boyfriend, Bill, and I went out for a drive on a road neither of us had been on before. I usually take my camera with me (bought it with our signing bonus) because I like taking scenery pictures and you just never know what you're going to come across. We took a road right at the top of the hill out of Merritt and it took us across an open grassland toward Quilchena Ranch. In one of the hollows there was a few trees bunched together and the fall color was so beautiful, I snapped a picture of it. When I got home and downloaded the pictures onto my computer, (I had taken several) that particular one stood out. I decided to send it in to Wayne's Weather Window on Global TV, and have sent pictures before but never have they been shown. Both Bill and I were at work on the evening the picture was shown so didn't see it but I was e-mailed by Kari McKeel congratulating me on the picture. On Friday I rushed home from Kelowna to make sure I wouldn't miss the pic of the week which I won. My phone rang off the hook for the next hour, friends e-mailed me and when I was out the next

evening, several friends commented on the picture. Wayne Cox has e-mailed me asking if he can pass this picture on to someone that has asked for a copy. This

was lots of fun and just knowing that I took a picture others enjoyed, makes me feel like doing it again. I don't use black and white but look out Ansel Adams! ♦



The above photo won "Picture of the Week" for Oct 14-20, 2007, on Global TV's Wayne's Weather Window. The talented photographer is Doreen Cook, Assistant Manager at the Coquihalla Toll Plaza.

Other shots from around the province:



This mystical photo of sheep and a rainbow was taken in October 2007, by Karen Brown, Development Approvals Technician. The view is from the Village of Radium Hot Springs, looking north toward the town of Edgewater, in the Columbia Valley, with Kootenay National Park on the right side. Karen says the photo was "a lucky shot".



Returning home to North Saanich from the Gulf Islands.
Photo: Louise Kennedy, Senior Budget Officer

Onto new vistas

MoT Employee Retirements

Derek Boyes – 35 Years of Government Service

Submitted by Dianne Friend, Regional Administrative Clerk



Derek Boyes (right) receives a Meritorious Scroll from Regional Manager Patrick Livolsi.

A retirement luncheon held for Derek Boyes on November 22, 2007 at Stephano's Restaurant, in New Westminster was attended by 50 of Derek's friends and co-workers.

Derek began employment with the ministry on September 5, 1972. Since then he met the challenge of changing technologies head-on. Design tasks evolved from plotting cross-sections by hand to "real-time" design using

various software packages. Surveying progressed from pulling a heavy chain and performing temperature corrections, to using electronic measuring devices with data collectors and a global positioning system for the collection of spatial data.

He is a well respected employee who will be sorely missed by all of us here at the South Coast Region. Derek's hard work for the ministry did not go un-noticed and he was pleased to receive a Meritorious Scroll signed by the Premier, Minister and Deputy Minister.

Derek is an avid fisherman when he is not working on the restoration of his 1965 Mustang, or hiking or biking around the province. We all wish Derek, and his wife Peggy, all the very best as they retire to the Powell River area to be closer to their family. ♦

Retirement Luncheon with Gwyn Laybourne

Submitted by Jim Gerow, Traffic Systems Design Technician

A luncheon was held December 19, 2007, for Gwyn Laybourne at the Coast Capri Hotel in Kelowna. Friends and co-worker past and present had a wonderful chance to show their appreciation to Gwyn. She started her career with the Forestry Service in Prince George and then joined the Ministry of Transportation. She worked with various departments in MoT, most recently the Okanagan-Shuswap District office in Kelowna. She always went out of her way to help in the work she did with hired equipment contractors and MoT projects staff, and she will be truly missed. Her knowledge and dedication shows a true commitment to public service. Gwyn is retiring at the same time as her husband Don (on Gwyn's left in the photo). They plan to travel and spoil their two grandchildren. We wish her health, wealth and happiness in her retirement.

Yours truly,

Your friends and co-workers ♦



MoT Retirements continues on the next page...

Grainger Wilson – Master of Project Management – Retires

Submitted by Jeremy Zandbergen, District Program Engineer,
with additions from Debbie Munroe and Glenn Olleck

Grainger Wilson, Area Manager of Bridges in the Rocky Mountain District's Service Area 12, retired after more than 33 years with the Ministry of Transportation. His final day at work was December 28, 2007.

Grainger is a master of project management; including managing the details in the Capital Projects System. He is meticulous, a perfectionist, and cannot live with a loose end untamed. He did a masterful job managing Toby Creek Road rehab this past summer. He can find the gaping holes and the tiniest details that could lead to disaster in traffic management plans, bridge designs or anything else that seems suspect. He knows what is and is not constructable. He is a born project manager, built many bridges over the Columbia River (Brisco Botts, Spillimacheen Swing), Canyon Creek (Nicholson), and has hammered the desk most passionately for the final needed replacement over the Columbia at Donald. Hopefully his efforts will result in a project there soon!

Grainger has always been a technology buff, pushing the Ministry into new design software, new survey gear and other new widgets. He has the ability to analyze new technology and foresee the usefulness and application of it before others even bother to check it out.

He has seen many 'catastrophes': the washout of Hwy 23N at Holdich Creek, the Greely Bridge collapse, other slides and crises (Clanwilliam, Kickinghorse Bridges, Golden floods and washouts, etc).

Grainger has played a key role in developing the very evident excellent working relationship with the maintenance contractor in Service Area 12 (HMC Services Inc.). With his efforts, the ministry, the maintenance contractor and our customers/stakeholders have seen the benefit of his dedication and commitment. This work has ensured well-maintained structures, a very proactive approach to managing the inventory, and collaborative efforts with the maintenance contractor to seek innovative ideas at every opportunity.

Whether work was project related or maintenance contract related, Grainger's involvement brought forward very unique, innovative ideas that considered the effects to all parties involved. He took a special focus on how each project or activity might affect or disrupt our customers and stakeholders, and took well thought out actions to ensure excellent customer service and satisfaction.

Grainger is also a great mentor, eager to tell anecdotes of past successes, failures and projects. He loves to give advice and pass on knowledge to us young bushy-tailed upstarts. His advice is sound and well-presented. Grainger has talents and knowledge

that could never be fully tapped. The ministry and public have benefited immensely from his contributions. I have learned so much in knowing him these past two years. ♦



Grainger and Gord Chudleigh (Operations Manager, Service Area 11, Rocky Mountain District). Grainger went to assess the Acrow Bridge installation at the damaged Dutch Creek Bridge site – just south of Fairmont, along Highway 93/95 (see story, Page 20).



Grainger's retirement celebration.

MoT Retirements continues on the next page...

Howard Emslie: A Legend Retires

Submitted by Brad Emslie

After a 35-year career with government, Howard Emslie is retiring. Howard spent his entire career in Dawson Creek where he worked for numerous government branches and ministries. In 1973, Howard started his career with the Liquor Control Board where he worked for four years. He then applied for a Weigh Master position at the Pouce Coupe Weigh Scale. After a seven-year stint in the famous Pouce Coupe Weigh Scale he was promoted to Portable Weigh Master. Not one to sit around in the same position for too long, in 1988 Howard was again promoted. This time he took the leap which led to all his grey hair – he was now the boss! A year later his responsibilities would increase when he took on the newly created position as Regional Director of Motor Vehicle Branch.

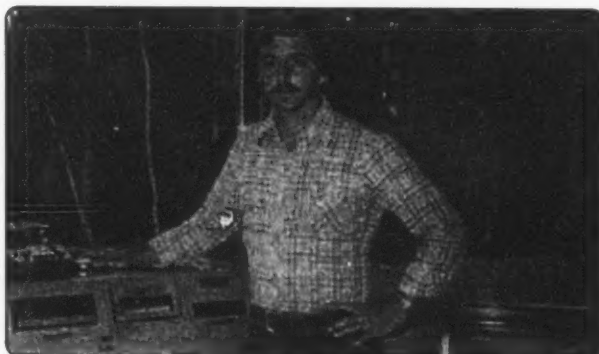
Once in awhile Howard's management career would bring him a new title. Depending on what ministry or branch he reported to, his position title would change from Director, to Compliance Manager, to CVSE Manager. But for the most part the job responsibilities stayed the same.

Throughout Howard's career he worked for a variety of branches and ministries including Weigh Scale Branch; the ministries of energy, transportation and communications, Motor Vehicle Branch, transportation and highways, public safety and solicitor general, ICBC – and MoT where Howard would finish his career. Needless to say, during Howard's lengthy career he had the opportunity to work with many great people and mentors such as Keith Jackman, John McDicken, Dave Ward and Ray Calder, to name a few.

On November 30th, 2007, Howard finished his last day of work. However, Howard will still be linked to government until his official day of retirement on June 30, 2008.

The knowledge, expertise, beliefs and history that Howard has provided and shared, to help our organization become the one it is, will be truly missed by both staff and industry. ♦

Brad Emslie is the son of Howard Emslie. He works at the Quesnel Scale as a Commercial Transport Inspector. Brad says his dad has been a huge mentor and friend – helping him to make some tough decisions on the job, and as a father. Brad joined MoT about two years ago, but like his father, he's been with a few organizations including ICBC and Ministry of Public Safety and Solicitor General.



Howard missed out on the order for his uniform; orders took place once a year and uniforms were tailored to fit each inspector.



The portable unit Howard operated for numerous years.



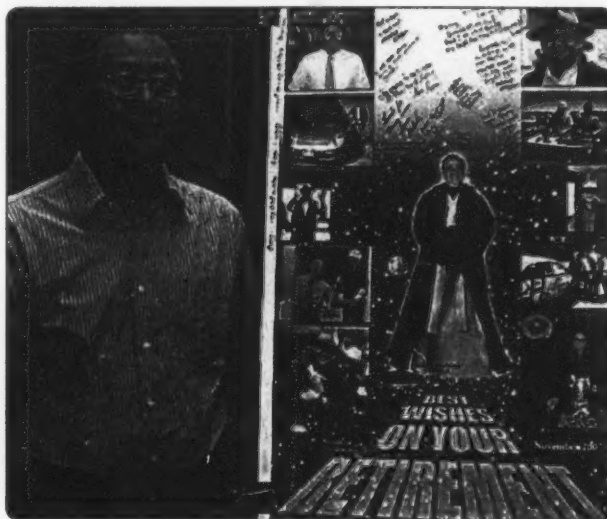
Nearing the end of his career, Howard became more relaxed. I guess you would call it retirement mode!

MoT Retirements continues on the next page...

Harry Wan Rides On

Submitted by Shery Owen, Administrative Assistant

On November 2, 2007, Harry Wan retired from MoT, after 30 years of working in property acquisition. A retirement dinner was held November 1, in Victoria, and 50 friends and co-workers attended to wish Harry all the best in the next chapter of his life. Headquarters staff gathered for cake and memories the next day. Harry is pictured here with his Star Wars-inspired "Obi-Wan/Harry Wan" poster, which expresses Harry's renowned wisdom and wit. The poster, created by Beverly van Druten-Blais, was signed by his many colleagues.



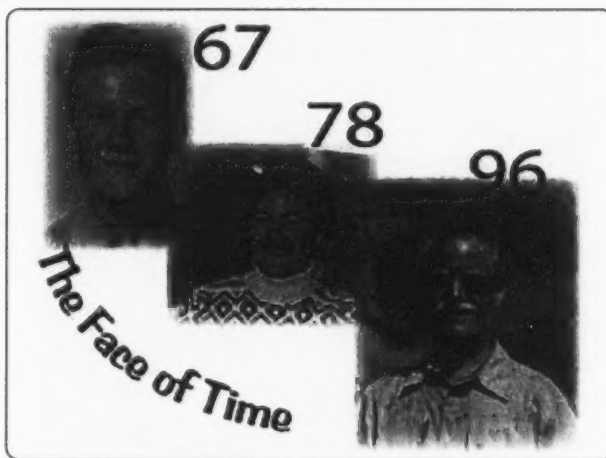
Jerry Gerrard – From Youngster to Retiree

Submitted by John Coombs, Manager, Traffic Data Program

Jerry Gerrard has had a long and fulfilling career in our ministry and has worked in a number of different areas dealing with engineering support and traffic analysis. Jerry started as an Engineering Aide, in 1971, as a youngster out of high school. During his time here, he was part of the many changes that have impacted how our ministry supports the goals and objectives of the provincial government.

His willingness to always support the engineering and planning functions of the ministry through these changes has been appreciated by his co-workers and clients. Jerry took pride in his professionalism as a technical resource and the standards of excellence that he provided to his work groups have contributed to the great reputation that our ministry holds.

Jerry always took the time to share his considerable knowledge and expertise about the province's roads and communities. This was invaluable as Jerry helped transition his replacement (John Mazuruk) into the ministry, and into his last job as the Traffic Data Program Co-ordinator. ♦



Jerry Gerrard over the years of his career with MoT.



In Memoriam: Donald Arthur Goddyn March 23, 1921 to December 11, 2007
Submitted by Keith Callander, Director, Provincial Field Services

Donald Arthur Goddyn passed away peacefully Tuesday, December 11, 2007, with his wife of 59 years, Elaine, at his side. Don is predeceased by twin sons Richard and Robert, brother Alfred, and is survived by sons Michael (Wendy), Alan (Rochelle) and Graham (Amber), nine grandchildren, five great-grandchildren, sister Helen, brother Jack (Barbara), sister Suzanne as well as extended family members and friends. Donald worked with the Department of Highways for 15 years. ♦

Staff Roundup

Headquarters

Mike Proudfoot is the new Assistant Deputy Minister, Highways Department (*see story, Page 3*).

Wayne Locke has accepted an assignment at the Gateway Project as Director, Finance and Administration. **Gary So** will be acting as the Manager, Accounting for the Ministry and for BCTFA in Wayne's absence.

In the Properties and Business Management Branch, **Deborah Miller** was the successful applicant for the position of Manager, Expropriation and Litigation, and **Gloria Valle** has joined as Manager, Ministry Protocol and Events, while **Elizabeth Young** is Events Planning Coordinator.

Sara Haskett is on a three-month temporary assignment as Manager, Writing Services.

Southern Interior Region

Murray Tekano is the District Manager, Transportation, in Okanagan-Shuswap District, effective December 3, 2007. Murray retains his responsibilities as Senior Project Director on the Kicking Horse Canyon project.

Keith Callander has become the Director, Provincial Field Services, for the Southern Interior.

Northern Region

Shanna Mason is the new Regional Director.

The Northern Region Highway Engineering's newest members are **Tracy Ziebart**, Geomatics Survey Project Supervisor; **Trevor Key**, Senior Geomatics Survey Technician; **Sabrina Larsen**, Geomatics Survey Technician; and **Bridgett Leitch**, Geomatics Survey/Design Technician.

Norm Schien has accepted a temporary appointment as the Senior Traffic and Design Engineer in the Northern Region Office, in Prince George.

Catherine Deol, is now a Project Technician, in Fort St. John, and will join the project management group on February 4. She will be providing project technician support to **Reid Drummond** and **Dwain Hornland**.

Trish Mazuch was the successful applicant for a Temporary Snow Avalanche Assistant position with the Bear Pass Snow Avalanche Program, in Stewart. She has taken a five-month leave of absence from her position of Area Manager in Bella Coola.

Mike McLaren was successful for the Prince George Paving Supervisor position, with Field Services.

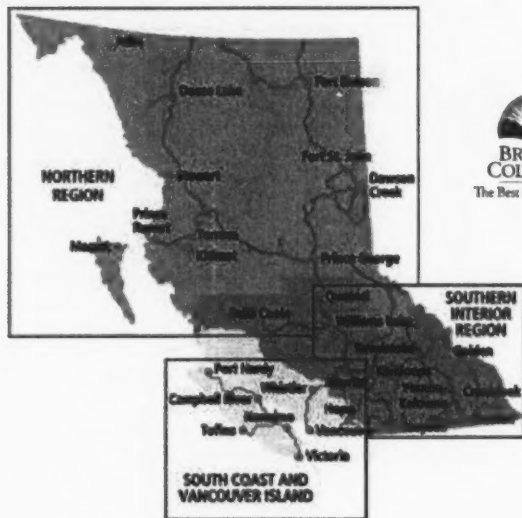
South Coast Region

Steven Carney has accepted a Traffic Operations Engineer position, for a six month term, with the South Coast Region's Traffic Engineering Section.

Craig Hilborne and **John McKenzie** has joined the South Coast Region as Project Managers.

Salem Bahamdun has returned to the ministry as the new Pavement and Materials Engineer in the South Coast Region Geotechnical and Materials Engineering Section.

Al Scharien was the successful candidate for the Kamloops Paving Supervisor position, with Field Services.



Ministry of
Transportation